

GRAIN DEALERS JOURNAL

The Difference

Of itself, advertising is little. And the differences in it are the differences which exist in men.

Just as some men are strong and virile and interesting, so is some advertising. And just as some men are ineffectual and weak and boring, so is some other advertising.

"Does it pay to advertise?" It pays those men who are keen enough students of the public to *make* it pay them. It pays those men who are truthful, sin-

cere, interesting and believable.

It pays earnest men whose product deserves the payment, whose brains are keen enough to organize for success and judge enough of the human mind to know how to tell their story with sincerity and interest.

So when you judge advertising, judge it by how it is used and by whom—not of itself and of itself alone.

Remember, an ugly man looks just as ugly in a mirror.

The American Association of Advertising Agencies

MILWAUKEE

WHY

the Milwaukee grain market retains its supremacy and the Chamber of Commerce sustains a leading position in the face of keen competition can be told briefly:

Milwaukee at all times has a big, broad market for all Grains.

Its shipping facilities are among the best on the Great Lakes and its harbor is one of the most secure and ample.

Its industrial consumption provides an active demand all the year.

It offers a premium over other markets in competitive territory for consignments, because it has a big shipping demand and very large elevator capacity.

Its remittances on consignments are extremely prompt.

Millers, Exporters and Country Shippers are invited to investigate the advantages to be derived by dealing with any of these Milwaukee Chamber of Commerce Members.

La Budde Feed & Grain Co.
Donahue-Stratton Co.
Flanley Grain Co.
E. P. Bacon Co.
Henry Rang & Co.
Franke Grain Co.
Taylor & Bournique Co.

Milwaukee Grain Commission Co.
Runkel & Dadmun
Bush Grain Co.
Cargill Grain Co.
W. M. Bell Co.
Lamson Bros. & Co.
Froedtert Grain & Malting Co.
Kellogg Seed Co.

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

AMARILLO, TEXAS.

Early Grain & Elevtr. Co., wholesale grain.*
Stone & Co., Lester, wholesale grain.*

ATCHISON, KANS.

Moore-Lawless Grain Co., consgts., futures, pvt. wires.*

ATLANTA, GA.

Commercial Exchange Members.

Haym & Sims, wholesale brokers, grain, hay.*

BALTIMORE, MD.

Chamber of Commerce Members.

Baltimore Grain Co., grain receivers, exporters.*
Dennis & Co., grain merchants.
England & Co., Inc., Chas., grain, hay.*
Fahey & Co., John T., grain receivers and exporters.*
Gill & Fisher, receivers and shippers.*
Hammond, Snyder & Co., Inc., receivers, exporters.*
Hax & Co., G. A., grain, hay, seeds.*
Jones & Co., H. C., receivers, shippers, exporters.*
Lederer Bros., grain receivers.*
Robinson & Jackson, grain commission merchants.*

BLOOMINGTON, ILL.

Hasenwinkle-Scholer Co., corn and oats.

BOSTON, MASS.

Chamber of Commerce Members.

Benzaquin, Matthew D., grain brokerage commission.*

BUFFALO, N. Y.

Corn Exchange Members.

Anchor Grain Co., Inc., grain and feed.
Armour Grain Co., grain merchants.*
Burns Bros. Grain Corp., grain commission.*
Davis, Inc., A. C., grain.*
Harold, A. W., grain, barley a specialty.
McConnell Grain Corporation, commission merchants.*
McKillean, Inc., J. G., receivers and shippers.*
Pratt & Co., receivers, shippers of grain.*
Ratcliffe, S. M., commission merchant.*
Seymour-Wood Grain Co., consignments.*
Sunset Grain & Feed Co., grain & feed.*
Townsend Ward Co., The, consignments.*

CAIRO, ILL.

Board of Trade Members.

Cairo Grain Com. Co., consignments.*
Halliday Elevator Co., grain dealers.*
Hastings Co., Samuel, receivers & shippers.*
Hastings-Stout Co., grain merchants.*
Lynch Grain Co., grain dealers.*
Thistlewood & Co., grain and hay.*

CEDAR RAPIDS, IOWA.

Gifford Grain Co., grain and grain products.*
King Wilder Grain Co., grain shippers.*
Murrel Grain Co., Ray, recvrs. and shprs.*

CHATTANOOGA, TENN.

Chattanooga Feed Co., mfrs. feed; shprs. gr., hay, feed.

CHICAGO, ILL.

Board of Trade Members.

Anderson & Co., W. P., grain commission merchants.*
Armour Grain Co., grain buyers.*
Bailey & Co., E. W., grain commission merchants.*
Bartlett-Frazier Co., grain merchants.*
Brennan & Co., John E., grain commission merchants.*
Carhart Code Harwood Co., grain commission.*
Dole & Co., J. H., grain and seeds.*
Freeman & Co., Henry H., grain, hay, straw.*
Gerstenberg & Co., commission merchants.*
Harris, Winthrop & Co., grain commission.*
Hitch & Carder, commission merchants.*
Holt & Co., Lowell, commission, grain and seeds.*
Lamson Bros. & Co., consignments solicited.*
McKenna & Dickey, commission merchants.*
Mumford & Co., W. R., grain, hay, millstuffs.*
Norris Grain Co., grain merchants.*
Pope & Eckhardt Co., grain and seeds.*
Rang & Co., Henry, grain merchants.*
Requa Bros., wheat a specialty.*
Rosenbaum Brothers, grain merchants.*
Rosenbaum Grain Co., J., commission merchants.*
Rumsey & Co., grain commission.*
Sawyers Grain Co., consignments.*
Schiffin & Co., P. H., commission.*
Shaffer Grain Co., J. C., grain merchants.*
Somers, Jones & Co., grain and field seeds.*
Uplike Grain Co., consignments.*

CINCINNATI, O.

Grain & Hay Exchange Members.

Early & Daniel Co., grain, hay, feed.*

CLEVELAND, O.

Grain & Hay Exchange Members.

Bailey, E. I., grain and millfeed.*
Cleveland Grain & Milling Co., The, recvrs. & shprs.*
Gates Elevator Co., The, receivers and shippers.*
Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*
Strauss & Co., H. M., receivers, shippers hay & grain.*

COLUMBUS, OHIO.

Smith-Sayles Grain Co., The, buyers and shippers.*

DAVENPORT, IOWA.

Davenport Elevator Co., receivers and shippers.*

DECATUR, ALA.

Lyle-Taylor Grain Co., whlse. grain, hay, feeds.

DECATUR, ILL.

Raldwin & Co., H. I., grain dealers.*

DENVER, COLO.

Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain and hay.*
Conley-Ross Grain Co., The, grain and beans.*
Crescent Flour Mills Co., The, merchant millers.*
Crowell Elevator Co., wholesale grain.*
Denver Elevator, wholesale grain, flour, millfeed.*
Houlton Grain Co., wholesale grain.*
Kellogg Grain Co., O. M., receivers and shippers.*
McCaull-Dunsmore Co., wholesaler and commission.*
Moore-Lawless Grain Co., private wires to all markets.*
Phelps Grain Co., T. D., wholesale grain.*
Rocky Mountain Grain Co., export and domestic grain.*
Summit Grain Co., wheat, corn, oats, rye, barley.*

DES MOINES, IOWA.

Board of Trade Members.

Des Moines Elevtr. & Gr. Co., oats a specialty.
Iowa Corn Products Co., receivers and shippers.*
Lockwood, Lee, broker.
Marshall Hall Grain Co., grain commission.*
Rang & Co., Henry, grain commission.*
Taylor & Patton Co., corn and oats.*

DETROIT, MICH.

Board of Trade Members.

Dumont, Roberts & Co., receivers, shippers.*
Huston, C. R., grain and hay.*
Licenterberg & Son, oats, corn, hay, straw.*
Simmons & Co., F. J., grain and hay.*
Swift Grain Co., consign or ask for bid.*

FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Dorsey Grain Co., merchants—commission, consignments.
Transit Grain & Com. Co., consignments, brokerage.*

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

HAMBURG, IOWA.

Sullivan & McBride S. & G. Co., red cob fodder corn.*

HASTINGS, NEBR.

Koehler-Twidale Elevator Co., grain dealers.*

HATTIESBURG, MISS.

Merchants Grocery Co., whlse. grocers, grain, fd., dr.

HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.*
Rothschild Co., S., grain, c/s products, rice b/p.*

HUTCHINSON, KANS.

Board of Trade Members.

Central-Grain & Laboratories Co., The, buyers for mills.

INDIANAPOLIS, IND.

Board of Trade Members.

Anderson & Mercer, grain commission & consignments.*
Bingham Grain Co., The, recvrs. & shippers.*

Boyd Grain Co., Bert A., strictly brokerage & com.*
Cleveland Grain & Milling Co., grain commission.
Hart-Maibucher Co., grain merchants.
Hayward-Rich Grain Co., grain commission.*
Hill Grain Co., The Lew, grain merchants.*
Kinney Grain Co., H. E., recvrs. & shippers.*
National Elevator Co., grain merchants. & Comm.
Menzie Grain & Bkg. Co., Carl D., grain merchants.*
Steinhart Grain Co., commission and brokerage.*
Witt, Frank A., grain commission and brokerage.*

JACKSON, MICH.

Bartlett & Co., J. E., salvage grain buyers & sellers

JACKSON, MISS.

Royal Feed & Mfg. Co., mixed feed mfrs.

KANSAS CITY, MO.

Board of Trade Members.

Christopher & Co., B. C., kafir, feterita, mlo.*
Croysdale Grain Co., commission merchants.*
Davis Grain Co., A. C., grain commission.*
Denton Kuhn Grain Co., consignments.*
Ernst Davis Grain Co., commissions.*
Federal Grain Co., receivers, shippers.*
Frisco Elevators Co., grain merchants.*
Goffe & Carkener, grain commission.*
Hall Baker Grain Co., consignments.*
Lichtig & Co., H., kafir, mlo, screenings.*
Logan Bros. Grain Co., receivers and shippers.*
Miller Grain Co., S. H., consignments.*
Moore-Lawless Grain Co., grain receivers.*
Moore-Seaver Grain Co., grain receivers.*
Norris Grain Co., grain merchants and exporters.*
Roehen Grain Co., E. E., consignments.*
Rocky Mt. Grain & Com. Co., consignments.*
Root Grain Co., consignments and futures.*
Sculiar Bishop Grain Co., receivers and shippers.*
Shannon Grain Co., consignments.*
Simonds, Shields, Lonsdale Grain Co., grain.*
Smith-Weekes Bkg. Co., grain broker.*
Terminal Elevators, grain merchants.*
Thresher Grain Co., R. J., grain commission.*
Watkins Grain Co., consignments.*
Wilser Grain Co., consignments.*

LAWTON, OKLA.

Western Grain Co., hay, grain, seeds, mill pds.

LIBERAL, KANS.

Vickers Grain & Seed Co., grain and field seeds.

LINCOLN, NEBR.

Grain Exchange Members.

Lincoln Grain Co., grain merchants.*

LITTLE ROCK, ARK.

Grain Exchange Members.

Caple & Stockton, hay, grain, feed.
Farmer Co., E. L., brokers, grain & mill feed.
Gordy Co., C. L., grain brok., hay, grain, millfeed.

LOUISVILLE, KY.

Board of Trade Members.

Bingham-Hewett Grain Co., receivers-shippers of grain.*
Callahan & Sons, receivers and shippers of grain.*
Kentucky Public Elevator Co., storers and shippers.*
Verhoeff & Co., H., receivers and shippers.*
Zorn & Co., S., receivers and shippers.*

LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.

M'KINNEY, TEXAS.

Reinhart & Company, wheat, corn, oats, maize.*

MEMPHIS, TENN.

Merchants Exchange Members.

Browne, Walter M., broker and com., consignments.*
Buxton, E. E., broker & comission merchant.*
James & Andrews Co., grain, mixed feed.*
U. S. Feed Co., grain, hay, mill feed.*

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, har. flour.*

(Continued on next page.)

*Member Grain Dealers National Association.

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

MILWAUKEE, WIS.

Chamber of Commerce Members.

Bacon Co., E. P., grain and seed.*
Bell Co., W. M., commission merchants.*
Bush Grain Co., grain merchants.
Cargill Grain Co., grain and seeds.
Donahue-Stratton Co., dls. grain and feed.*
Flanley Grain Co., consignments solicited.
Franke Grain Co., feeds, grain, hay.
Fraser-Smith Co., commission merchants.
Froedtert Gr. & Maltng Co., grain commission.
Kamm Co., P. C., grain shippers.*
La Budde Feed & Grain Co., grain and feed.
Lamson Bros. & Co., grain commission.
Milwaukee Grain Commission Co., grain commission.
Rang & Co., Henry, commission merchants.
Bunkel & Dedman, grain commission merchants.*
Taylor & Bourlique Co., grain merchants.*
Udike Grain Co., consignments solicited.*

MERIDIAN, MISS.

Board of Trade Members.

Lyon & Co., A. J. whse. gro., grain, feed.
Threefoot Bros. & Co., whse. grain, feed, fr., gro.*

MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Cargill Commission Co., grain commission.*
Cereal Grading Co., grain merchants.*
Hankinson & Co., H. L., grain commission.*
Malmquist & Co., C. A., receivers & shippers.*
Marfield Grain Co., grain commission.*
McCaull Dinsmore Co., consignments solicited.*
Sheffield Elevator Co., shippers of grain.*
Sterling Grain Co., receivers and shippers, all grains.*
Van Dusen-Harrington Co., grain merchants.*
Zimmerman, Otto A., grain and feed.

NEW ORLEANS, LA.

Board of Trade Members.

Anderson & Jackson, Inc., exporters of grain.*
Fox Co., G. B., exporters.*
Nathan, Edw., succr. to Nathan & Fettis, fwdg. agt.*

NEW YORK CITY.

Produce Exchange Members.

Jones & Co., M. B., buyers—quote us.*
Knight & Company, commission merchants.*
Muller & Co., Inc., W. H., recvrs., buyers, exporters.*
Therrien, A. F., broker.

NASHVILLE, TENN.

McKay-Reece Co., wholesale seeds & grain.

NORFOLK, VA.

Moon-Taylor Co., grain and hay brokers.

OKLAHOMA CITY, OKLA.

Grain Exchange Members.

Cherokee Grain Co., grain merchants.*
Lang Grain Co., J. H., prompt and efficient service.*
Marshall Grain Co., grain, feed, seeds.*
Moore, George L., grain merchant.
Okla. City M. & E. Co., grain merchants, millers.*
Perkins Grain Co., W. L., brokers.*
Scannell-Winters Grain Co., grain and feed.*
Stinnett Grain Co., grain merchants.*
Stowers Grain Co., W. B., commission merchants.*
Vandenburgh, Jesse, milling wheat.*
Vandever Grain Co., wholesale grain.
White Grain Co.*

OMAHA, NEBR.

Grain Exchange Members.

Butler Welsh Grain Co., grain merchants.*
Crowell Elevator Co., receivers, shippers.*
Roberts Grain Co., Geo. A., grain merchants.*
Stockham Grain Co., E., commission merchants.*
Taylor Grain Co., commission and brokers.
Trans-Mississippi Grain Co., receivers and shippers.*
United Grain Co., grain commission.
Udike Grain Co., consignments.*

OTTAWA, KANS.

Ross Milling Co., The, millers, hard wheat flour.

PEORIA, ILL.

Board of Trade Members.

Bartlett Co., S. C., grain commission.
Bowen Grain Co., H. D., receivers & shippers.
Cole Grain Co., Geo. W., receivers and shippers.*
Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.
Harrison, Ward & Co., receivers & shippers.*
Luke Grain Co., grain commission.*
Miles, P. B. & C. O., grain commission.*
Turner Hudnut Co., receivers and shippers.*
Tyng Grain Company, receivers and shippers.*

PHILADELPHIA, PA.

Commercial Exchange Members.

Delp Grain Co., E. E., grain and millfeeds.*
Dunwoody Co., Ezl., flour, grain, feed.*
Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Rogers & Co., E. L., hay, straw, grain, feed.*
Stites, A. Judson, grain and millfeed.*

PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

RICHMOND, VA.

Grain Exchange Members.

Beveridge & Co., S. T., grain, hay, feeds, seeds.

ROCHESTER, N. Y.

Dalley Bros., Inc., receivers and shippers.*

SALINA, KANS.

Board of Trade Members.

Bossemeyer Grain Co., The Paul, grain merchants.*
Freeman-Faith Grain Co., receivers and shippers.
Hayes Grain Co., Always in the market.
Rickel, E. L., grain receiver and shipper.
Service Grain Co., grain, feed, grain products.*
Weber Flour Mills Corp., millers, exporters, grain dls.*

ST. JOSEPH, MO.

Grain Exchange Members.

A. J. Elevator Co., The, wheat, corn, oats.*
Button-Simmons Grain Co., grain commission.*
Gordon Grain Co., grain commission.*
Marshall Hall Grain Co., consignments solicited.*
Washer Grain Co., W. S., consignments.*
Yancey Grain Co., commission merchants.

SAN ANTONIO, TEXAS

King, Douglas W., wheat, corn-brok., Texas R. Oats.*

ST. LOUIS, MO.

Merchants Exchange Members.

Annan Burg G. & M. Co., flour, grain, millfeed.*
Dreyer Commission Co., feedingstuffs, grain, seeds.*
Graham & Martin Grain Co., grain commission.*
Marshall Hall Grain Co., grain commissions.*
Langenberg Bros. Grain Co., grain commission.*
Morton & Co., grain commission.*
Nanson Commission Co., grain commission.*
Picker & Beardsley Com. Co., grain and grain seed.*
Turner Grain Co., grain commission.*

SIoux CITY, IOWA.

Board of Trade Members.

Button Co., L. C., grain commission.*
McCaull Dinsmore Co., commission.*
Western Terminal Elevator Co., receivers and shippers.*

SIoux FALLS, S. D.

Burke Grain Co., grain merchants.

SUPERIOR, NEBR.

Bossemeyer Bros. Terminal Elevator.*
Elliott & Myers, grain merchants.*
Superior Terminal Elvtr. Co., grain, corn products.

TOLEDO, OHIO.

Produce Exchange Members.

De Vore & Co., H. W., grain and seeds.*
King & Co., C. A., grain and seeds.*
Southworth & Co., grain and seeds.*
Wickenhiser & Co., John, grain receivers, shippers.*

TOPEKA, KANS.

Derby Grain Co., wheat, corn, oats, and millfeed.*
Golden Belt Grain & Elvtr. Co., The, recvrs. & shprs.*
Topeka Grain Co., wheat, corn, oats, mill & ctn. feed.*

WASHINGTON, D. C.

Wilkins-Rogers Mlg. Co., Inc., receivers and shippers.*

WICHITA, KANS.

Board of Trade Members.

Baker-Evans Grain Co., milling and export wheat.*
Hipple Grain Co., consignments.
Kansas Flour Mills Co., receivers and shippers.
Raymond Grain Co., consignments.
Simmons-Shields-Lonsdale Gr. Co., exporters.
Strong Trading Co., wholesale grain and feed.*
Terminal Elevators, exporters.

WICHITA FALLS, TEXAS.

Mytinger Grain Co., J. C., grain, feed, seeds.*

WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., whlrs. gr. and seeds.*

*Member Grain Dealers National Association.

Produce Exchange
Members

TOLEDO

Produce Exchange
Members

JOHN WICKENHISER & CO.

Wholesale Grain Dealers
TOLEDO, OHIO

We make track bids and quote delivered prices.
Solicit Consignments of Grain and Clover Seed.
Members Toledo Produce Exchange and Chicago
Board of Trade

There is great satisfaction in trusting your
CONSIGNMENTS OF GRAIN AND SEED
to a firm you KNOW to be RELIABLE,
H. W. DEVORE & CO.
1887 TOLEDO - OHIO 1921

Clover Seed

International Game, played in Toledo, Ohio.
Providence does dealing. When "Seedy" favor

C. A. KING & CO.

Like Billy Sunday they deal in cash and futures.

Grain Shippers

and in fact all grain men who are
wide awake and on the alert to
get onto all the ins and outs of the
grain business, subscribe for and
read the Grain Dealers Journal.



Board of Trade
Members

KANSAS CITY

Board of Trade
Members

Handling
Consignments
and Futures
44 Years

B. C. Christopher & Co.

KANSAS CITY, MO.

Buyers and
Shippers Kaffir,
Feterita, Milo
Maize, Mill Feed

SHANNON GRAIN COMPANY CONSIGNMENTS

201-2 Board of Trade KANSAS CITY, MO.

Consign to WATKINS GRAIN CO.

KANSAS CITY, MO.

"You'll Be Pleased"

TERMINAL ELEVATORS

Grain Merchants

Kansas City, Mo.

HALL-BAKER GRAIN CO

Buyers and Sellers of Grain

CONSIGNMENTS

Kansas City - - Missouri

Rocky Mountain Grain & Com. Co. Consignments



Buyers—Sellers
WHEAT . CORN
OATS . BARLEY
CONSIGNMENTS
MILL ORDERS

Yes Sir:

Real
Service

We Handle Consignments

S. H. Miller Grain Co.

Kansas City

Missouri

FEDERAL GRAIN CO.

Real Service on Consignments

Buyers and Sellers of

Wheat, Corn, Oats, Barley,
Kafir and Milo

Operators 1,500,000 BU.

MURRAY ELEVATOR

BOARD OF TRADE KANSAS CITY, MO.

U. S. A.

A. C. DAVIS GRAIN CO. Grain Commission

Mill Orders a Specialty

Consignments and Future Orders Solicited

KANSAS CITY, U. S. A

TRY FULLER GRAIN CO. Consignments Service

Kansas City, Mo.

St. Joseph, Mo.

CONSIGN

Ernst-Davis Com. Co.

Kansas City

**SPECIAL ATTENTION
GIVEN TO FUTURES**

MEMBERS
Kansas City Board of Trade
Chicago Board of Trade
St. Louis Merchants Ex.

Simonds-Shields-Lonsdale Grain Co.

QUALITY and SERVICE

Kansas City, Missouri

R. J. THRESHER EBENEZER S. THRESHER
R. J. THRESHER GRAIN CO.
Successors to THRESHER FULLER GRAIN CO.
GRAIN COMMISSION MERCHANTS
Consignments Solicited
Grain Bought and Sold for Future Delivery
311-314 Board of Trade, KANSAS CITY, MO.

MOORE-LAWLESS GRAIN COMPANY

Consignments—Futures

KANSAS CITY, MO.

Branch Offices: Atchison, Kansas—Denver, Colorado

Members: Kansas City, Chicago, St. Louis, Atchison and Denver Exchanges

Chamber of Commerce
Members

BALTIMORE

Chamber of Commerce
Members

Receivers, Shippers, Exporters
H. C. JONES & CO.
BALTIMORE
Grain and Hay
Consignments or Direct Purchases

CONSIGNMENTS A SPECIALTY
JOHN T. FAHEY & CO.
Commission Merchants
Grain Receivers and Shippers
In the Market every day
Remember us on Rye BALTIMORE, MD.

GILL & FISHER
Grain Receivers and Shippers
BALTIMORE

Chas. England & Co., Inc.
GRAIN—HAY—SEEDS
Commission Merchants
308-310 CHAMBER OF COMMERCE
BALTIMORE

Baltimore Grain Co.
Consignments
Baltimore Maryland

Established 1900
G. A. HAX & CO.
COMMISSION
Grain and Hay
BALTIMORE MARYLAND

Produce Exchange
Members**NEW YORK**Produce Exchange
Members**M. B. JONES & CO.**Buyers—Quote Us
Produce Exchange, New York, N. Y.**KNIGHT & COMPANY**Grain Brokers and
Commission Merchants
CONSIGNMENTS SOLICITED
New York Chicago Baltimore**Wm H. Müller & Co., Inc.**
GRAIN

Buyers

Receivers

Exporters

11 Broadway
NEW YORKChamber of Commerce
BALTIMORE, MD.Chamber of Commerce
Members**MINNEAPOLIS**Chamber of Commerce
Members**MARFIELD GRAIN CO.**

MINNEAPOLIS, MINN.

Receivers and Shippers

SHEFFIELD ELEVATOR COMPANY
MINNEAPOLIS

GRAIN SHIPPERS

Ask for Samples of Milling Wheat, Feed and
Milling Barley
WRITE FOR QUOTATIONS**Cereal Grading Co.**
GRAIN MERCHANTSWe buy, sell, store and ship
all kinds of grain. Get our
offers, or try us with your
consignments.

LIBERAL ADVANCES

Operators of Elevator "R"

Chamber of Commerce
MINNEAPOLIS**CARGILL COMMISSION COMPANY**

DULUTH

MINNEAPOLIS

MILWAUKEE

EFFICIENCY is our watchword; SATISFACTION your reward

SHIP TO CARGILL*"You can't do better; You might do worse."***CIPHER CODES**We carry the following cipher codes in stock
and can make prompt delivery.

Universal Grain Code, board cover...	\$1.50
Universal Grain Code, flexible leather	3.00
Robinson's Cipher Code, leather.....	2.25
A. B. C. Code, 5th Edition.....	18.00
Baltimore, Export Cable Code.....	15.00
Companion Cable Code.....	5.00
Miller's Code (1917).....	2.00
Cross Telegraphic Cipher Code.....	2.00

Your name in gilt letters on front cover,
35 cents extra.

For any of the above, address

GRAIN DEALERS JOURNAL

309 So. La Salle St. Chicago, Ill.

CORN -- OATS -- BARLEY -- RYE

For Prompt Shipment in any Quantity

**The VAN DUSEN-
HARRINGTON CO.**

MINNEAPOLIS

DULUTH

J. L. McCaull, Pres.
S. J. McCaull, Sec.R. A. Dinsmore, Vice-Pres.
A. M. Dinsmore, Treas.**The McCaull-Dinsmore Co.**

COMMISSION MERCHANTS

915-16-19 Chamber of Commerce
MINNEAPOLIS, MINN.

Duluth

Milwaukee

Omaha

Board of Trade
Members**PEORIA**Board of Trade
MembersPeoria offers a strong outlet for
NEW CORN**W. W. DEWEY & SONS**

COMMISSION MERCHANTS

33-35 BOARD OF TRADE, PEORIA, ILL.

H. D. BOWEN GRAIN CO.

Receivers and Shippers

CONSIGNMENTS

18 BOARD OF TRADE, PEORIA, ILL.

**P. B. and
C. C. Miles**

Established - 1875

Incorporated - 1910

Peoria, IllinoisHandling Grain on Commis-
sion Our Specialty*A Kansas dealer, who advertised
his elevator for sale in the Journal, at
a stipulated price, received so many
replies from prospective buyers he
decided to keep it.***Turner-Hudnut Company**Receivers **GRAIN** Shippers

42-47 Board of Trade

DENVER

Grain shippers who are anxious to get the most from their grain will find it to their advantage to investigate the merits of the Denver market. After a thorough investigation it is a known fact that it will receive your shipments. Any of the Grain Exchange members listed below will be glad to give you any information you may desire. Better still—ship at least one car to any of them and be convinced.

O. M. Kellogg Grain Co.

Receivers and shippers of all kinds of Grain.

McCull-Dinsmore Co.

Grain—Wholesaler and Commission.

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The Crescent Flour Mills

Merchant Millers and Wholesale Grain.

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Wholesale Grain, Flour and Mill Feed.
We operate 30 elevators in Eastern Colorado.

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Receivers and shippers of all kinds of grain.
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Private wires to all markets. Hedging orders solicited.

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Wholesale Grain—Get in touch with us.

Note: All grain bought by members of the Denver Grain Exchange which is graded at Denver and which does not come up to contract grade is discounted by three disinterested members of the Exchange, when dockage is not provided for in the contract.

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MARSHALL HALL GRAIN CO.

One of the best in the grain trade with experienced organization, best grain handling facilities and up-to-date methods.

OPERATOR MARSHALL HALL GRAIN ELEVATOR, MILLION BUSHEL CAPACITY

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The great and growing market in the corner of four GREAT GRAIN states

This combination means SUCCESS AND SATISFACTION to all OUR TRADE!

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**Hard and Soft Wheat
Corn and Oats**
Write, Wire or Phone Us

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CONSIGNMENT SPECIALISTS

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We have enlarged upon our old form of recording C. N. D. quotations and now have a new book which, in addition to having spaces for Wheat, Corn and Oats, also has spaces for Rye and Barley. Each sheet is headed "Board of Trade Quotations for Week Commencing Monday, 192...." Columns are provided for three Wheat options, three Corn, three Oats, three Rye and two Barley; have spaces for the market hourly and at close. Closing prices for previous week are listed at top. Sixty sheets, printed on bond paper, 9 1/2 x 11 1/2", are well bound in book form, with flexible pressboard covers—a year's supply. Order Form 97-5. Price \$1.00.
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305 South LaSalle St. Chicago, Ill.

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for Sale" columns in this issue
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SHIP US THAT NEXT CAR

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72 Board of Trade, CHICAGO

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327 S. La Salle St., CHICAGOFor Best Results
CONSIGN**ReQua Brothers**

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If You Havethe interest of your mar-
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earnestly, help to adver-
tise it thoroughly and
above all do not convey
the impression that it is
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for car lot dealers

Is a record book designed to afford ready reference to the record of any car number. Facing pages 11x15 $\frac{5}{8}$ " of heavy ledger paper are each ruled into five columns, those on the left-hand page being numbered 0, 1, 2, 3 and 4; while columns on the right-hand page are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings: "Initial," "Car No." and "Record."

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Grain Dealers Journal, 309 So. La Salle St., Chicago, Ill.

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Especially Consignments
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Manufacturers of
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FOR BEST RESULTS SHIP YOUR GRAIN AND SEEDS TO
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Accounts of Grain Merchants Invited

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Halliday Elevator Company
GRAIN DEALERS
CAIRO, ILL.

OATS

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Salina's location, geographically, is a potent reason why the city has become a prominent grain market and milling center. Located on the main line of the Missouri Pacific Railroad, it is reached by four other roads as well, the Rock Island, Union Pacific, Santa Fe and Salina Northern.

These excellent shipping facilities, together with the excellent quality of milling wheat produced in this section, should induce you to make desirable connections with any of the following firms, all

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"THE CONSIGNMENT HOUSE OF ST. LOUIS"

GRAIN, HAY, GRASS SEEDS, KAFIR, MILO

125 MERCHANTS EXCHANGE BLDG.

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202 Merchants Exchange Bldg., ST. LOUIS, MO.

Established 1877

Langenberg Bros. Grain Co.

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**This space
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If you are the first to apply for it.

Clark's Car Load Grain Tables

Eighth edition, revised and enlarged, shows the following range of reductions of pounds to bushels by fifty pound breaks.

20,000	to	107,950 lbs.	to	32 lb. bushels
20,000	"	74,950	"	" 34 "
20,000	"	96,950	"	" 48 "
20,000	"	118,950	"	" 56 "
20,000	"	118,950	"	" 60 "

Pounds printed in red ink; bushels in black. Lined ledger paper reinforced with muslin, bound in flexible karatol, marginal index. Price \$2.50.

GRAIN DEALERS JOURNAL
209 So. La Salle Street CHICAGO, ILL.

MARSHALL HALL GRAIN CO.

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HELP or a POSITION,

can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain trade's accepted medium for "wanted" and "for sale" ads.

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Consignment
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A reliable service designed to meet the requirements of shippers to the Buffalo Market. We solicit your shipments.

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CO., BUFFALO**

**A. W. HAROLD
GRAIN BARLEY A Specialty**

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Ship Us Your
Corn, Oats and Wheat

Regardless Of Its Condition

We operate the Superior Elevator equipped with all modern machinery for handling grain

PRATT & CO.

OPERATORS OF
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Terminal Elevator Capacity 700,000 Bu.
We specialize in Oats and High Grade
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BROKERS
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Solicit inquiries for Natural and Kilm
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DUMONT, ROBERTS & CO.

626-8 Murphy Building, Detroit, Mich.
"The top 'o the market to you"

TAYLOR & PATTON CO.

Terminal elevator capacity
250,000 bushels. Buyers and
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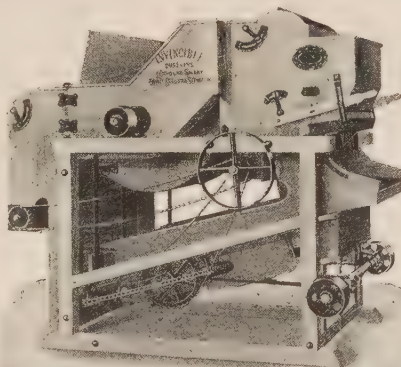
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The INVINCIBLE Com-
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Built in sizes to meet
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INVINCIBLE GRAIN CLEANER COMPANY, Silver Creek, New York

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Do You Wish
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See our "Seeds For Sale—
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This Number

St. Marys Oil Engine Co.

ST. CHARLES, MISSOURI

Manufacturers of Deisel Oil Engines for Mills and Elevators

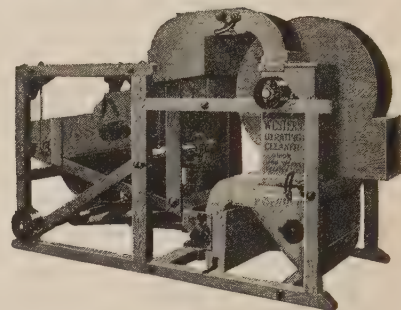
Certain Departments

in this number of the GRAIN DEALERS JOURNAL are especially interesting.
After you have read them, consider carefully whether you are not better off with
the twenty-four numbers of the Journal, on your desk, or the \$2.00 in your pocket.

If You Want GRAIN ELEVATOR MACHINERY Shellers and Cleaners



We
Have
The



WESTERN LINE

Let us figure on your requirements

Write for Catalog No. 27

Union Iron Works - Decatur, Illinois

Manufacturers Complete Line of Elevator Equipments

IN considering the purchase of a Cleaner you are sure to ask yourself Will It Pay?

You can be assured that it **will pay** if you buy a "Standard" which is equipped with our Patented Blast Regulator, Automatic Traveling Brushes and Force Feed Hopper all of which result in making them the efficient machines they are recognized to be by any number of satisfied users.

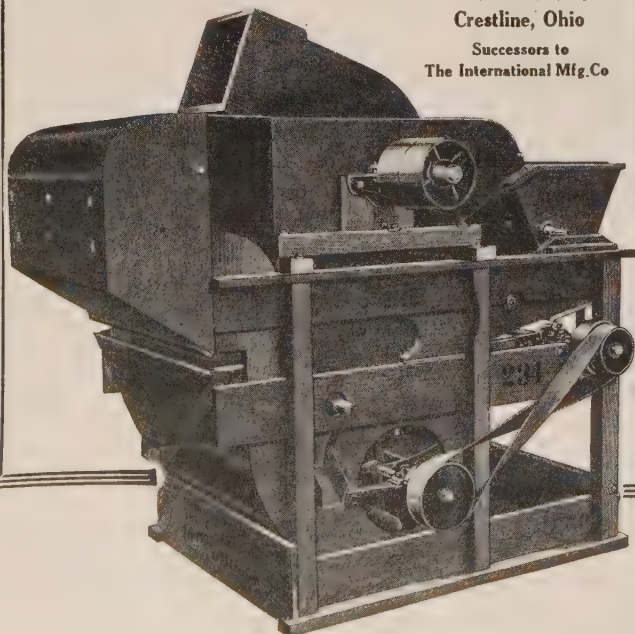
Our line comprises machines suitable for cleaning any kind of grain or seed.

Write for our latest catalogue of twenty-four different styles with prices.

THE BURCH PLOW WORKS CO.

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Successors to
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WHAT DO YOU NEED?

to modernize your plant so it will minimize your labor and increase your profits? Is it here?

Account Books	Grain Tables
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Dump	Separator
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Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

Information Buro

Grain Dealers Journal, 309 So. La Salle St., Chicago



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1450 Horsepower

is delivered by the Morse Silent Chain Drives installed in the Soo Terminal Elevator at Minneapolis. The 16 legs, five storage belts, four shipping belts, three receiving belts and reversible transfer belt are all provided with independent motors and Morse Silent Chain Drives.

Men who have for years specialized in the design, construction and operation of grain elevators invariably specify Morse Drives.

The Soo Terminal is just one of the many grain handling plants equipped with Morse Drives.



The mark which distinguishes the best Silent Chain Drives from the rest.

What are your transmission problems?—Submit them to us

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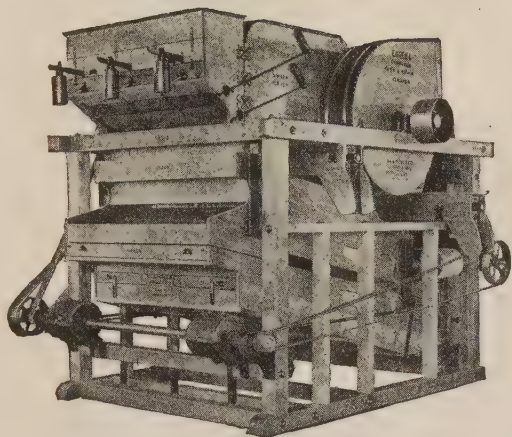
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No Time Wasted—

When Changing Screens

in cleaning both

CORN and SMALL GRAINS



"EUREKA"

Combined Corn and Small Grains Cleaner

**No Time Waste
No Grain Loss**

the mere turn of a lever diverts the stream to the proper set of sieves—the machine keeps right on running. No stoppage like in the old days. Doesn't 5 seconds sound better than 15 or 20 minutes?

*To those interested
Book 82 will be mailed free*

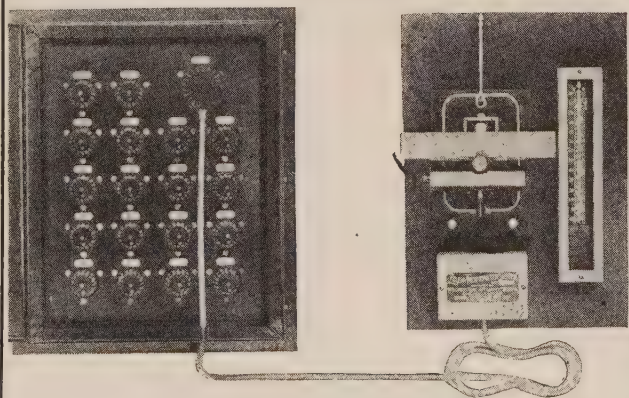


S. HOWES CO., Inc.

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The "ZELENY"

Protects Your Grain

*A Few
Zeleny
Installations*

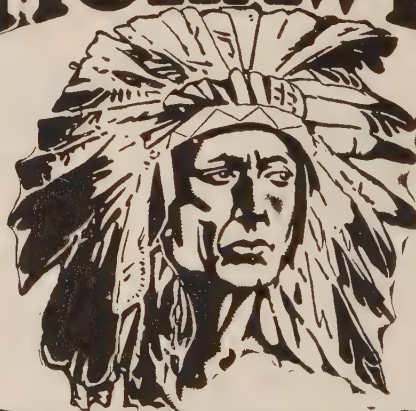
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It is a simple device for testing the condition of grain stored in bins or tanks, by giving at all times the accurate temperature of the grain, not merely at the bottom and the top of the bins, but at intervals of five feet up through the bins. It saves you money by eliminating unnecessary turning of grain, which entails shrinkage, time, labor, power and wear on machinery; prevents bin-burned grain; increases working capacity of plants by saving time.

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MOHAWK



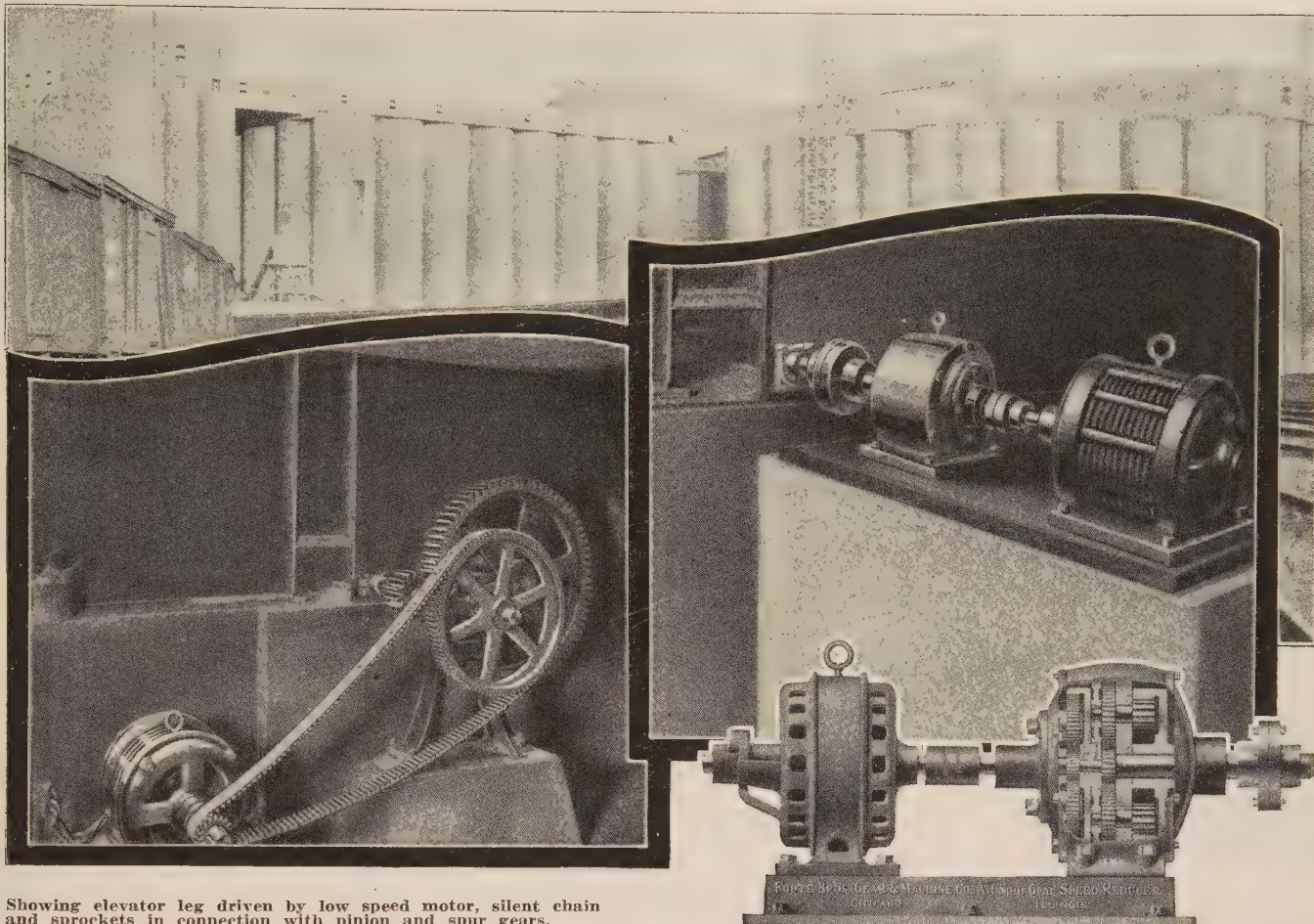
RUBBER BELTING

For many years the **Standard Belting** for elevators.

Specify this belting when contracting to build or remodel.

Demand it when ordering direct.

The Gutta Percha & Rubber-Mfg. Co.
301 W. Randolph St. CHICAGO
New York, Boston, Philadelphia, San Francisco, Seattle



Showing elevator leg driven by low speed motor, silent chain and sprockets in connection with pinion and spur gears.

Showing how simply the complicated, expensive installation shown in opposite picture is replaced by high speed motor and Foote Speed Reducer.

Why Elevators Prefer Foote Speed Reducers

Methods of reducing motor speed, such as chains, open gearing, ropes and belts, are not only costly to install but are costly to maintain. The strain on chains causes them to stretch. The wear on open gearing, belts and ropes, due to dirt and dust conditions, causes them to depreciate rapidly and they soon lose their efficiency.

There are many decided advantages in the use of Foote Speed Reducers. A considerable saving can be made because high speed motors can be utilized, whereas, as a general rule, low speed motors are necessary with other types of equipment. Because a Foote Speed Reducer is direct connected to the elevator leg, conveyor, or other machine to be operated, the installation is simple and the cost is low. Foote Speed Reducers are entirely enclosed—the mechanism runs in a bath of oil; therefore, no dust, dirt or grit can cause them to wear out prematurely, and adequate protection is afforded workers.

Made in ratios of 5 to 1 up to 500 to 1 for motors of any horsepower.

CONSULT FOOTE ENGINEERS



Let us tell you about some of the many different applications for Foote Speed Reducers. Our Engineering Department is at your service without obligation. WRITE US TODAY.

FOOTE BROS. GEAR & MACHINE COMPANY

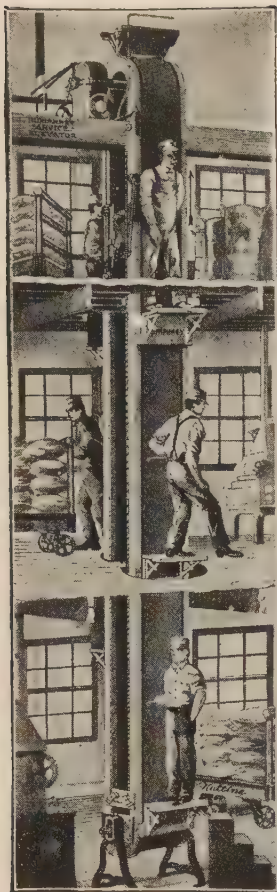
Mfgs. of Rawhide and Bakelite Pinions and Cut Gears of All Kinds. Send for Catalog. Special Machinery made to Order. Submit your Blueprints.

252-262 N. Curtis St.

J. R. Shay, Jr., 143 Greenwich St., New York City.

Chicago, U. S. A.

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Leading Elevator Builders

Specify the Genuine

Humphrey Elevator

After a successful record of 32 years in the service of elevators and mills, it is no wonder that leading engineers and builders specify the Humphrey. Here are a few representative users. The figures show number installed:

Washburn Crosby Co., Minneapolis (12)
 Pillsbury Flour Mills Co., Minneapolis (5)
 Chas. A. Krause, Milwaukee, Wis. (3)
 Canadian Government Elevators, Saskatoon, Sask., and Port Arthur, Ont. (2)
 Quaker Oats Company, Chicago (6)
 Corn Products Refining Co., Chicago (3)
 Russell-Miller Milling Co., Minneapolis (13)
 Northern Central Elevator, Canton, Baltimore, Md. (2)
 Morton Salt Co., Chicago, Ill. (3)
 Kellogg Corn Flakes Co., Battle Creek, Mich. (3)
 International Milling Co., Minneapolis (4)

Geo. P. Plant Milling Co., St. Louis, Mo. (2)
 Postum Cereal Co., Battle Creek, Mich. (2)
 Portland Flour Mills Co., Portland, Ore. (9)
 National Oats Co., St. Louis Mo. (2)
 Diamond Crystal Salt Co., St. Clair, Mich. (2)
 Sperry Flour Co., San Francisco, Cal. (10)
 Sociedad Anonima de Molinos Harineros Y Elevadores de Granos, Buenos Ayres, S. A. (2)
 Fok Sing Flour Mills Co., Shanghai, China (2)
 Shane Bros. & Wilson Co., Philadelphia, Pa. (4)

Write for full information. Let us tell you how this dependable passenger and freight carrier can save you money.

Representatives in Principal Cities

Humphrey Elevator Company

1129 Division St., Faribault, Minn.

There is ONLY ONE GENUINE Humphrey Elevator

The Bauer

COSTS LESS PER HOUR

Ball Bearings
Accessible Interior
Safety Quick Release
Self-Tramming

Attrition Mills
Belt and Motor Driven

SAVE
Power
Time
Money

The Bauer Ball-Bearing Motor-Driven Attrition Mill
Costs Less per Hour to Operate

The Bauer

COSTS LESS PER HOUR

Send for catalog

The BAUER BROS. Co.
506 Bauer Bldg.
SPRINGFIELD, OHIO

OUR IMPROVED Railroad Claim Books

require little of your time for filing, and contain spaces for all the necessary information in the order which assures prompt attention on the part of the claim agent. They increase and hasten your returns by helping you to prove your claims and by helping the claim agent to justify payment.

Form A is for Loss of Weight in Transit Claims.

" B—Loss in Market Value Due to Delay in Transit.

" C—Loss in Quality Due to Delay in Transit.

" D—Loss in Market Value Due to Delay in Furnishing Cars.

" E—Overcharge in Freight or Weight.

These claim blanks are printed on bond paper, bound in book form, each book containing 100 originals and 100 duplicates, a two-page index, instructions and summary showing just which claims have not been paid, and four sheets of carbon. You tear out the original to send to the claim agent, and the carbon copy remains in the book, as a record of your claim.

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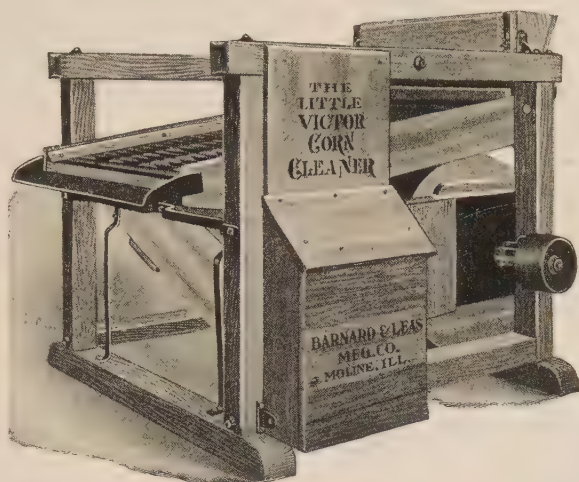
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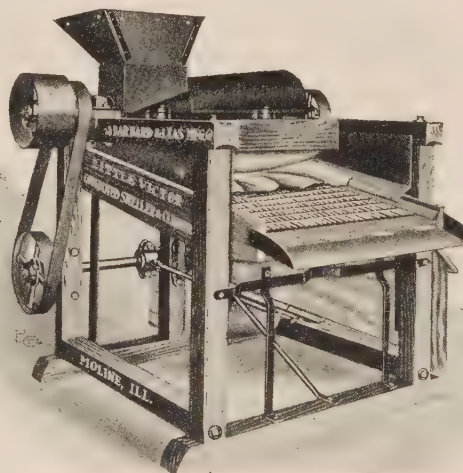
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The Little Victor Corn Cleaner

As a corn cleaner of moderate capacity, this machine has no equal. The sieve is the Barnard-Cornwall Patent Finger Sieve type which, in one operation, removes all fine cob ends, and makes the corn thoroughly clean for grinding into meal. Extra Sieves can be furnished for handling different kinds of grain. It can be used very efficiently in the small mill as a Receiving Separator.

LITTLE VICTOR Combined Corn Sheller and Cleaner

Made to meet the requirements of all wanting a machine of small capacity, yet strong, durable and efficient. It is equipped with the Barnard-Cornwall new patent finger sieve, which prevents choking and cleans the corn better than any other sieve. There are thousands of these machines in use, all giving the best of satisfaction.



Catalog No. G-16 illustrates a complete line of corn shellers and cleaners



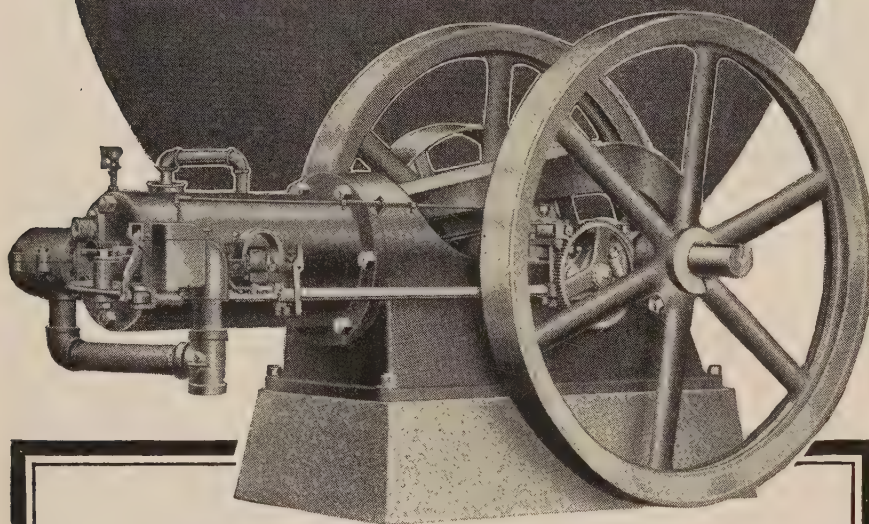
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When POWER is the Heart of Your Business



DEPENDABLE power is essential in elevators. Shut-downs are not only troublesome, but they cut deep into profits.

Worthington Engines have always ranked exceedingly high—satisfactory to the user in every way. They are honestly built—according to sound engineering principles—constructed of the best materials available—priced exceedingly low. Correct design and precision methods of manufacture give Worthington Engines the built-in quality that means greater power and lower operating expense.

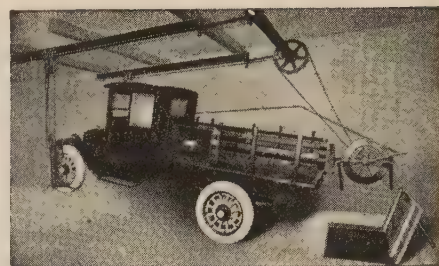
Other features are: Runs on kerosene; Webster Tri-Polar Oscillating Magneto; more than rated horse power; parts standardized and interchangeable; extra long life.

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The McMillin wagon and truck dump is designed to meet the requirements necessary for dumping all kinds of vehicles, from the shortest wagon to the longest truck, with smallest amount of mechanism, as well as easily installed.

Works just as effectively for two or more doors as it does for one.

Easy to handle and under control of the operator at all times.

Can be operated by hand or power.

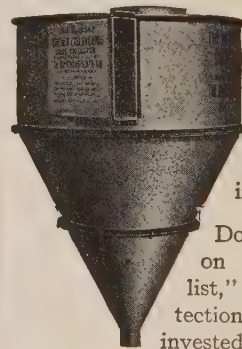
No openings in driveway floor required, other than the dump door.

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Fully Guaranteed.**

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Don't be the next on the "Blow up list," but for the protection of the money invested in your business investigate our product.

The New "1905" Cyclone Dust Collector

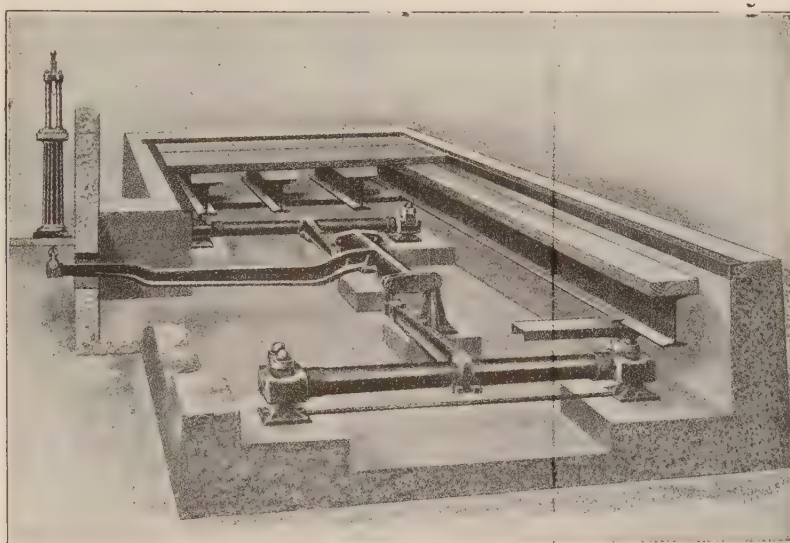
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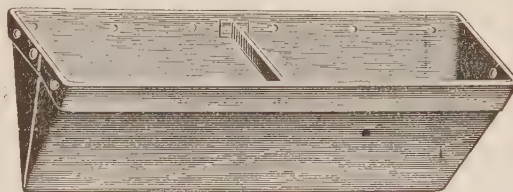
The cut below shows our **Special 10-Ton Auto Truck and Wagon Scale** for Country Elevators and Coal Yards. Platform 16x8 and Full **Heavy Steel Four I Beam Construction**, with Angle Iron Outside Frame.

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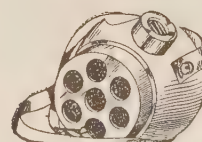
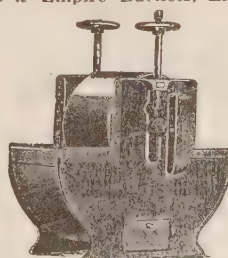
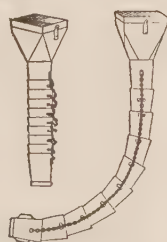
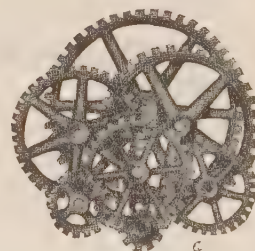


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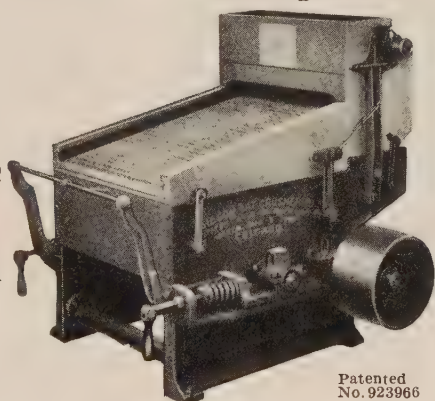
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8000 pounds per hour
less than 2% meal
only 5 horse power



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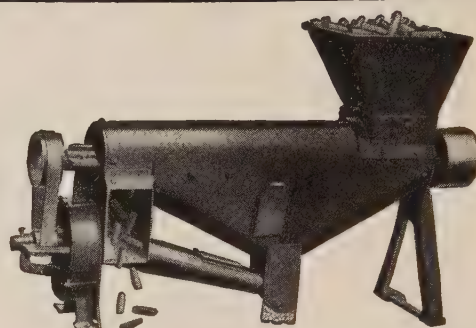
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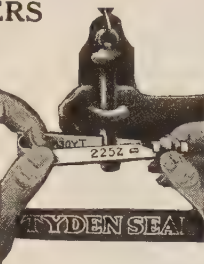
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Statement of the Ownership, Management, Circulation, Etc., Required by the Act of Congress of August 24, 1912.

Of Grain Dealers Journal, published semi-monthly, at Chicago, Ill., for October 1, 1922, State of Illinois, County of Cook, ss.

Before me, a notary public in and for the State and county aforesaid, personally appeared Charles S. Clark who, having been duly sworn according to law, deposes and says that he is the business manager of the Grain Dealers Journal, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 443, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are:

Publisher, Grain Dealers Journal, Incorporated, Chicago, Ill.

Editor, R. R. Rossing, Elmhurst, Ill.

Managing Editor, Charles S. Clark.

Business manager, Charles S. Clark, Chicago, Ill.

2. That the owners are: (Give names and addresses of individual owners, or, if a corporation, give its name and the names and addresses of stockholders owning or holding 1 per cent or more of the total amount of stock.):

Charles S. Clark, 309 South La Salle St., Chicago.

John Morrell, Elmhurst, Ill.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are (If there are none, so state):
None issued.

4. That the two paragraphs next above giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other persons, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

5. That the average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the six months preceding the date shown above is (This information is required from daily publications only.)

CHARLES S. CLARK,
(Signature of business manager.)

Sworn to and subscribed before me this 21st day of September, 1922.

(SEAL) CHARLES F. HAMPER,
Notary Public.
(My commission expires Dec. 15th, 1924.)



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oats to *No Dockage*
and Reclaims Wheat from Screenings**

Increase the Test Weight of Wheat

The scouring action of the discs revolving through the grain rubs off the fuzz. This raises the test weight about one pound per bushel. Many elevators put their wheat through a Carter Disc Separator simply to raise the test weight. Of course, the oats are removed at the same time.

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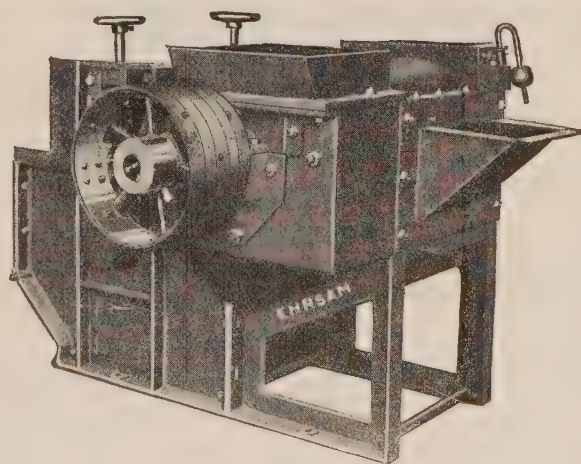
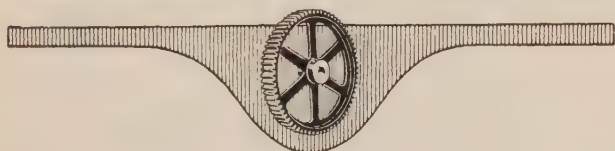
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suitable for shelling snapped or husked corn. Corn and cobs discharge from sheller to boot.

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Dust Collectors



alone do not prevent explosions in Elevators, but

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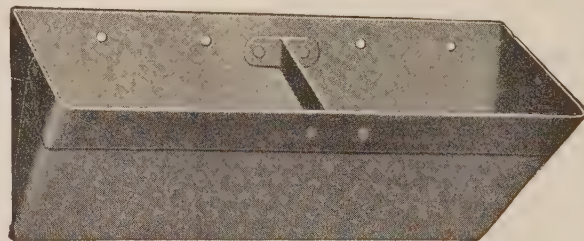
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Designed for High Speed

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This type of bucket is of one piece construction with rounded contour throughout, smooth in form, durable in service and clean in handling and delivery of materials.

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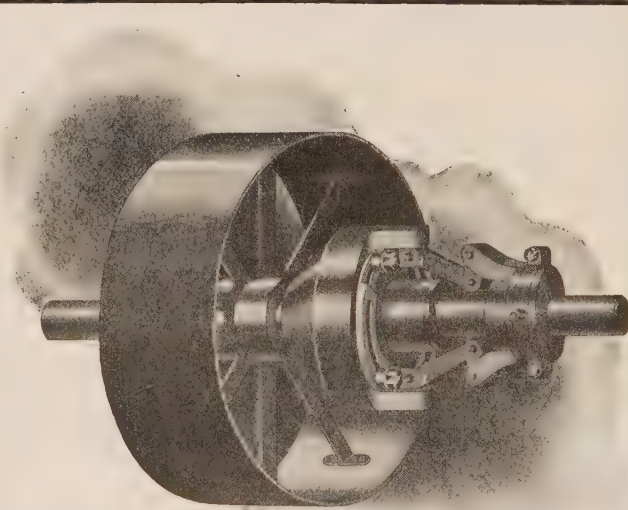
Form 51 duplicating, size $5\frac{1}{2} \times 13\frac{3}{4}$ inches is formed of 100 pages of white bond paper for the 500 original tickets, machine perforated for easy removal, 100 yellow post office paper for the 500 originals which remain in the book and 4 sheets of carbon paper bound in back. Each ticket provides spaces for "Number, Date, Load of, From, To, Grosslbs., Tarelbs., Netlbs. Net, bus., \$. Due to or order, Weigher.

Check bound, well printed. Shipping weight 3 lbs. Price \$1.15 f.o.b. Chicago.

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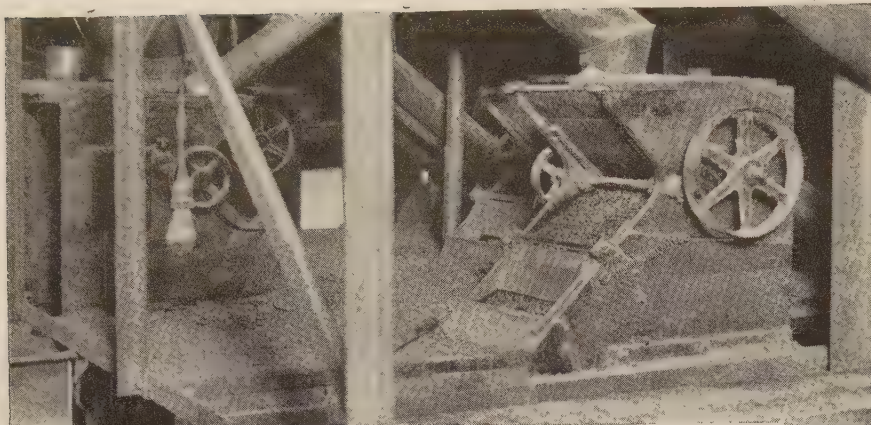
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IS ALWAYS COMPLETE

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INSURANCE, although a necessity, never stopped an explosion or fire. The old type horseshoe or permanent magnet is only partially effective in removing iron from grain that is fed to crushers or mills. It is not a positive means of removing the finest particles of iron; and therefore it does not offer positive protection from the fragments of iron that cause sparks—and fires or dust explosions.

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The Car Mover With Power

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It PAYS to GRIND ALL GRAINS

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KENNEDY SYSTEM of car liners prevent leakage in transit and we make Car Liners for all cases of bad order cars, consisting of full Standard Liners, End Liners and Door Liners.

WILL YOU NOT give us an opportunity to submit full details of our system and the low cost of same? We are confident this would demonstrate to you the efficiency and money saving merits of our proposition.

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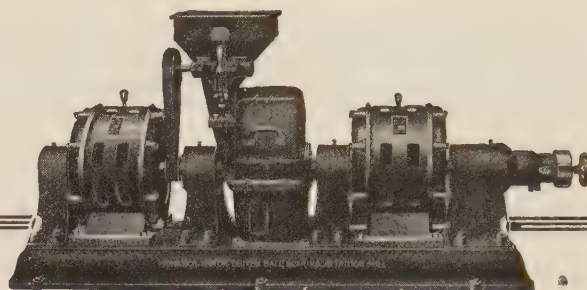
This book is 8½x14 inches and contains 150 numbered pages of superior ledger paper. Well bound with best binder board, covered with cloth, leather back, and round leather corners.

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Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

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GRAIN DEALERS JOURNAL

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GRAIN ELEVATORS AND MILLS

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We build Modern Fireproof Grain Elevators,
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Mills and Warehouses
Especially Designed for Economy
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Any Size or Capacity

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Grain Receiving Ledger

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its numbered pages of linen ledger paper, size, 8½x13½ inches, is ruled for 42 wagon loads. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with keratol back and corners.

Form 43—200 pages, \$3.25

Form 43XX—400 pages, \$5.50

Grain Dealers Journal

305 So. La Salle St., CHICAGO, ILL.

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Fix That Roof

Give us your specifications. Your requirements can be furnished from stock. ASK FOR PRICES. We give immediate shipment.

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Sied Mfg Warehouse Co.
1449 CENESEE KANSAS CITY, MO.



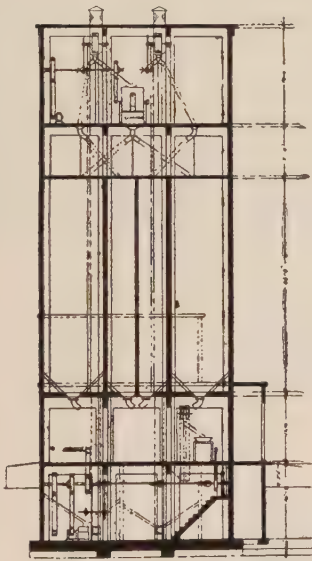
GRAIN ELEVATOR BUILDERS

SEND US YOUR INQUIRY

We have the most complete organization in the Northwest for the construction of

GRAIN and COAL ELEVATORS

T. E. Ibberson Company
MINNEAPOLIS, MINN.



The care and study put into the design and construction of each Reliance Elevator assures the greatest economy in operation. Design No. 1000, side elevation of which is shown above, is especially adapted to the needs of the dealer requiring not over 20,000 bu. capacity. Write for particulars.

Reliance Construction Co.
Board of Trade Indianapolis, Ind.

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ENGINEERS AND BUILDERS
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Put Your Name

where every progressive grain dealer will see it and keep it there.

THAT IS IN THE

Grain Dealers Journal
OF CHICAGO

I would not want to get along without the Grain Dealers Journal.—Vinton T. Rhodes, agt., Thomas Brothers.

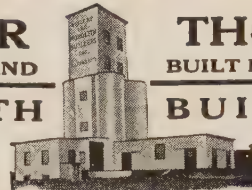
BURRELL ENGINEERING & CONSTRUCTION CO.

DESIGNERS AND BUILDERS
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327 South La Salle Street, CHICAGO, ILL.

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Your Individual Needs
are respected when your elevator
is designed and built by
W. H. CRAMER CONSTRUCTION CO.
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Write for Details of Our System

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Specialists in Country
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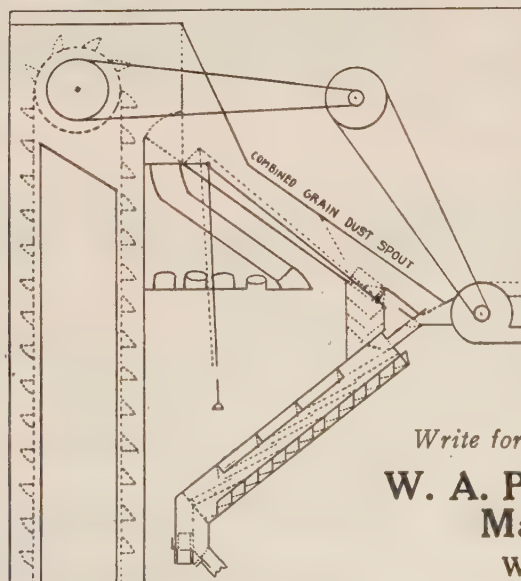
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Contractor and Builder
ELEVATORS and MILLS
REPAIRING A SPECIALTY
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We Make a Special Business of
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COMBINED Grain Cleaner and Dust Collector



not only cleans, scours and conditions your grain, but permits you to keep your elevator free from dust. The fact that your grain can be worked before storing, with one elevation, and that the dust is not allowed to escape in your elevator, warrants your close investigation of this very efficient machine.

Write for descriptive literature

**W. A. Petteys Elevator
Machine Co.**

Wilcox, Neb.



Pennsylvania Railroad Co.'s Terminal Elevator at Erie, Pa. 1,250,000 storage capacity, with marine leg, 25,000 bu. receiving capacity. All concrete, modern construction, with latest improvements.

Designed and built under the direction of

Folwell-Ahlskog Co.

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Write us for Estimates and Proposals



The Most Modern Elevator in the World

This is an aeroplane view of the Pennsylvania Railroad Company's new Northern Central Elevator No. 3, located at Canton, Baltimore, Maryland, capacity 5,000,000 bushels. This elevator is equipped with

Four Stewart Link-Belt Grain Car Unloaders

See them in operation and be convinced of their great saving in labor cost.

James Stewart & Co., Inc.

Designers and Builders
GRAIN ELEVATORS
In All Parts of the World

Grain Elevator Dept., W. R. Sinks, Manager
1210 Fisher Building, Chicago, Ill.

"We have built for many of your friends. Eventually we will build for you. Why not now?"

GROUP OF TERMINAL ELEVATORS BUILT RECENTLY BY US AT

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FOR

The Grain Growers' Grain Company, Limited.

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Designers and Builders of GRAIN ELEVATORS
Offices: Fort William, Ont., Duluth, Minn.
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Monarch Built Elevators

assure you economical design, first class work,
efficient operation and **SATISFACTION**

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We have the following plants under construction, all fireproof and of advanced design. **The Best Is None Too Good for Owners Like These:** State of New York, Brooklyn, 2,000,000 bu. elevator and shipping galleries (illustration). State of North Dakota, Grand Forks, 2,000,000 bu. elevator and 3,000 bbl. mill. Archer-Daniels Linseed Co., Buffalo, ¼ million bu. elevator and a real marine tower. Pillsbury Flour Mills Co., Atchison, Kan. ¼ million bu. elevator—Finest milling elevator in America. N. M. Paterson & Co., Ltd., Ft. William, Ont., ¼ million bu. storage.

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your firm name, place
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Designers and Builders of
Modern Mills and
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Flour Mill and Elevator Machinery
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Flour Mills and Grain Elevators,
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Preliminary Sketches and Estimates,
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306 McMillen Bldg., Kansas City, Mo

CHECK
your re-
ductions of
pounds to
bushels by
using

Clark's
Carload
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Tables

New edition
revised and
enlarged.

GRAIN DEALERS
JOURNAL
Chicago, Illinois

W. C. Bailey & Son

Contractors and Builders of

Mills, Elevators and Warehouses

We can furnish and install
equipment in old or new ele-
vators guaranteeing greater
capacity with less power
and positive non-chokable leg.

Cooper Bldg. Sunderland Bldg.
DENVER, COLO. OMAHA, NEB.

Received acknowledgement of my sub-
scription and two copies of the Journal.
Could not keep house without it now.—
Hull Bros., Larwill, Ind.

John K. Thompson Company

Engineers—Builders

Grain Elevators, Feed and Flour Mills
Industrial Plants

We have associated with this organization men with
practical operating experience as well as men with
technical training and construction experience.

This insures economic and efficient design, resulting
in low operating cost

We will be pleased to furnish preliminary plans
and estimates or to help out with operating difficulties.

2816 So. Michigan Ave.

Chicago, Ill.

DO IT NOW

Place your name and business before the
progressive grain elevator men of the entire
country by advertising in the Grain Dealers
Journal. It reaches them twice each month.

Load Railroad Cars Without Scooping



The Boss Air Blast Car Loader will load the largest cars without any scooping in a hot, dirty, dusty car. Both ends loaded at the same time. They CANNOT injure the tenderest grain because grain does NOT pass through fan. One-Way spout furnished if desired. Spout detachable and adjustable up or down. 30 days' trial allowed. We can furnish them with motors direct connected to car loader on same shaft. Grain cleaner attachment free. Grades raised. Make your house modern by installing one. New catalog No. 22 and prices mailed upon request. It also shows portable car loaders for loading grain from wagons to cars without scooping.

Maroa Manufacturing Company, Dept. G, Maroa, Ill.

DIRECT REDUCTION GRAIN TABLES IN FRAME

This set contains six cards with marginal indexes, giving reductions of any number of pounds from 600 to 6,690 by 10-pound breaks. For oats and cotton seed at 32 lbs.; barley, buckwheat and hungarian at 48 lbs.; shell corn, rye and flaxseed at 56 lbs.; wheat, clover, peas, potatoes at 60 lbs.; and ear corn at 70 and 75 lbs. to the bushel. Pounds are printed in bold faced type, and reductions to bushels directly beside the corresponding pounds. The six cards fit into a bass wood frame with a glass front. Frame can be hung anywhere and tables easily read thru glass. Size 12½x13¼ inches. Order Form No. 3275 DRF. Price complete, \$2.00.

The six cards of this set may be obtained without box frame for \$1.00.

GRAIN DEALERS JOURNAL

309 So. La Salle Street
Chicago, Ill.

HALL SPECIAL ELEVATOR LEG

Over a Hall Non-chokable Boot, equipped with Omaha Buckets, is a paragon in efficiency; doubling the capacity of the same size leg of other designs and doing it automatically without back legging or mixing and without attention at the feed gate.

Write for Catalogue "F".



Increase the efficiency of the man, and you decrease cost of operation.

A HALL SIGNALING DISTRIBUTOR

enables an operator to do 50 to 75 per cent more work a day.

It also enables him to do better and cleaner work.

It lasts longer than any other device you can buy. Ask for proofs.

Hall Distributor Company, 222 Sunderland Building, Omaha, Nebr.

AFFIDAVIT OF WEIGHT

This form is used to make a sworn statement of the amount of grain loaded into a car.

Fifty affidavits in duplicate are bound into a book, size 5¼x8½ inches, printed on bond paper, with manila duplicates and two sheets of carbon, well bound in press board. Originals are machine perforated so they may be easily torn out. Each blank contains the following information:

..... being duly sworn, on his oath, says that on the day of, 192..., he, acting as agent for at, in the State of, carefully and correctly weighed draughts on Hopper, Automatic, Wagon, Track Scales amounting to lbs. equal to bushels of No. and loaded direct or thru bin to car No. Initial for shipment to Messrs at in the State of, and that said car was in condition and properly sealed when delivered to the Railroad; with space for notary public.

Order Form 7AW, weight ½ lb. Price 75 cents.

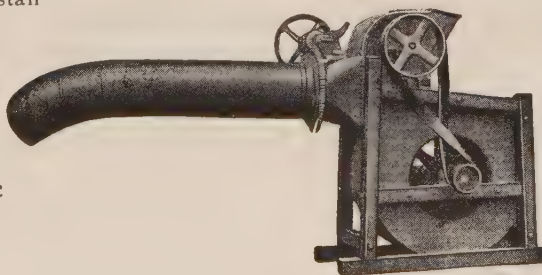
GRAIN DEALERS JOURNAL

309 So. LaSalle St. Chicago, Ill.

CLEAN AND LOAD IN ONE OPERATION

To make the most money these days the grain elevator operator must operate his plant as economically as possible; he must ship the highest grade possible and it must be clean. To get the maximum in loading facilities and at the same time clean the grain loaded every elevator operator should install

The
Combined
Grain
Cleaner
and
Pneumatic
Car
Loader



It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you upon request.

Write for List and Circulars.

MATTOON GRAIN CONVEYOR CO., MATTOON, ILLINOIS

Scale Ticket Copying Book

Contains 150 leaves of scale tickets, four to a leaf. Each leaf folds back and with the use of a sheet of carbon makes a complete and perfect copy of the original on the stub which remains. The original tickets form the outer half of page, so the removal of any ticket does not release the others.

Each ticket has spaces for the following record: No., Date, Load of, From, To, Gross lbs., Tare lbs., Net lbs., Net bu., Price per bu., Test, Man, On-Off, and Weigher's Signature. Size 9¼x11 inches. Printed on good paper. 5 sheets of carbon. Order Form No. 73, \$1.35; weight 2 lbs.

Grain Dealers Journal

309 So. La Salle St., Chicago, Ill.

For whatever you wish to know about equipment or supplies used in or about a grain elevator ask the

Information Bureau

Grain Dealers Journal Chicago, Ill.

Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE.

NORTHWESTERN OHIO elevator. Excellent location, no competition. Good reason for selling. Write 49V15 Grain Dealers Journal, Chicago.

OKLAHOMA 10,000 bu. capacity elevator for sale; side lines. Address 48L36, Grain Dealers Journal, Chicago, Ill.

NORTHWESTERN OHIO country elevator for sale. Built 1918, 15,000 bu. cap. iron clad, cribbed, electric power. Price is right. Address Box 197, Fremont, Ohio.

ILLINOIS—Elevator on C. & N. W. Ry.; fine location, unusually prosperous farming country. Priced right to close an estate. Address 49N7, Grain Dealers Journal, Chicago.

CENTRAL ILLINOIS Elevator for quick sale. 18,000 bu. Electric power with coal sheds on my own ground. Write for price. 49S8, Grain Dealers Journal, Chicago, Ill.

IOWA—One of the best grain elevators in North Central Iowa for sale; modern equipment, first class condition, and priced to sell. Address 48H12, Grain Dealers Journal, Chicago.

NO. CENTRAL INDIANA elevator of 25,000 bu. capacity for sale; located on P. C. C. & St. L. in good corn and oats belt. Address 49T12, Grain Dealers Journal, Chicago, Ill.

INDIANA—15,000 bu. cribbed elevator, iron clad, on private ground in southern county seat. Good grain, flour and feed business. Address 48C23, Grain Dealers Journal, Chicago.

INDIANA—Elevator practically new near Indianapolis, doing good business in grain, coal, flour and feed. No competition and excellent territory. Price \$11,000. Five thousand dollars cash, balance easy terms. Address Reep & White, owners, 601 Board of Trade, Indianapolis, Ind.

WISCONSIN—6,000 bushel capacity elevator for sale. Situated in the Holstein center. \$100,000.00 business transacted in one year in dairy, feed, grass seed, flour, salt and grain. All in A1 shape. Situated at Mapleton, Wis. Make me an offer, as I am going to sell. Come and see the property. Calvin J. Jones, R. No. 2, Oconomowoc, Wis.

CLYDE, KANSAS elevator for sale, 14,000 bus. cap. electric and gasoline power, separate office building and scales, chance for a good coal and feed business. On U. P. Ry., with M. O. P. switching. Located on deeded land, best location in town of 2,000; excellent agricultural country; good schools. Exceptionally low price to close out. Address J. F. Jones, 519 N. E. Bldg., Topeka, Kans.

KANSAS—Elevator and mill for sale or trade. 30,000 bushel elevator and 150 barrel mill located in Kansas wheat belt on two railroads. Elevator business alone is profitable business. Equipped with both steam and electric power. 12 years' business has established name of mill to flour trade. Clear of incumbrance; price right. Easy terms of payment for straight sale or difference in trade. Box 98, Turon, Kans.

ELEVATORS FOR SALE.

IOWA—Capacity 22,000 bushels. Completely equipped. Coal and feed business in connection. Address 49U5 Grain Dealers Journal, Chicago, Ill.

IOWA—Good grain elevator in Central Iowa for sale; good equipment; side lines. 40,000 bu. cap. Good feed house and coal sheds. Address 49V19 Grain Dealers Journal, Chicago.

MISSOURI—We will sell a good 10,000 bu. elevator in northwest for \$7,000, where conditions are good and elevator in good shape. Write 49T16, Grain Dealers Journal, Chicago.

Indiana—16,000 bushel electrical equipped elevator in Central Indiana. House and machinery is A1. Galvanized siding, a good grain point and side lines. Priced \$12,000. Address 49R20, Grain Dealers Journal, Chicago, Ill.

SOUTH DAKOTA ELEVATOR FOR SALE—28,000 bushel capacity, equipped with two legs, all necessary machinery in good order, a large storage room for flour and feed and coal sheds, located in good grain center. Reason for sale, old age. Write or call on V. Fousek, Dante, South Dakota.

FOR SALE BY RECEIVER.

Elevator at Haviland, O., on Cin. Nor. Ry. 40,000 capacity. New. Electrically equipped.

Elevator at Worthington, O., on Nickel Plate Ry. 15,000 capacity. New. Equipped with Diesel oil engine and machinery all new.

Elevator at Tipton, O. 30,000 capacity. All in Paulding Co., Northwestern Ohio. Splendid grain section. Stone roads. Address S. A. Gusler, Receiver, Grover Hill, O.

ELEVATORS FOR SALE OR TRADE.

ELEVATOR for sale or trade. If interested inquire or write Wm. Auchstetter, Ida Grove, Iowa.

ELEVATOR FOR SALE OR LEASE.

NORTH FLORIDA—For sale or lease, grain elevator and feed mill. Fully equipped; also warehouse and dwelling. Good grain country. Red clay section. Will lease with buying privilege. Address Jefferson Co. Products Co., Monticello, Fla.

ELEVATOR BROKERS.

JOHN A RICE **ELMER N. SMITH**
Elevator Brokers, Frankfort, Indiana.

CLAYBAUGH-McCOMAS Offices

Frankfort, Ind. Indianapolis, Ind.
223 B. of T. Bldg. 601 Board of Trade
If you want to buy, sell or trade an elevator write us at either address.

ALWAYS HAVE ELEVATORS For Sale in the Grain Belt of Illinois and Eastern Indiana. If you are in the market write me fully and I will try to satisfy you.

JAMES M. MAGUIRE,
432 Postal Tel. Bldg., Chicago, Ill.

ELEVATORS WANTED.

WANTED—Elevator and side lines in Iowa. Address 49U12 Grain Dealers Journal, Chicago.

WILL TRADE 160 acres choice Hancock county, Iowa, land for good Iowa or Illinois elevator. Address Box 106, Ft. Dodge, Iowa.

WILL TRADE 200 acres of first class farm land near Paulding, Ohio, for elevator located in central Ill. Address 49V16 Grain Dealers Journal, Chicago, Ill.

WILL TRADE for grain elevator 200 acres improved farm in the Red River Valley, North Dakota. Address Farmer, 1122 Flour Exchange, Minneapolis, Minn.

WANTED—Elevator doing business of 250,000 bus. annually, central Illinois, located at competitive rate point, good live town. Address 49U21 Grain Dealers Journal, Chicago, Ill.

SOUTH DAKOTA—To trade for an elevator in South Dakota, a 480 acre farm 6½ miles from town on graded road and mail route. Fair set of buildings, fine grove, artesian well and well with windmill. Fenced and cross fenced, about half under cultivation. Priced at the assessed valuation and will carry the difference at 6%. Address 49V9 Grain Dealers Journal, Chicago, Ill.

ELEVATOR & MILL FOR SALE

NEW PLANT FOR SALE.

300,000 bu. elevator, 12,000 bu. cereal mill, fire proof buildings, modern equipment transit privileges, two private spurs on Illinois Central Railroad, priced to sell. Address C. E. Beyer, 1504 Southern Bldg., Louisville, Ky.

THE WANTED—FOR SALE DEPARTMENT of the Grain Dealers Journal is a market place where buyer and seller, employer and employee, and those offering investments can meet to their mutual advantage and profit, and it will pay every subscriber to give these columns a close study twice each month, because of the constantly changing variety of opportunities seeking your consideration.

MICHIGAN—A large flouring mill and elevator in one of the finest farming sections with very small competition. Capacity of mill 60 barrels per day. Capacity of elevator 22,000 bushels. Well equipped in every way. Four thousand dollars worth of new feed grinding machinery, capacity 125 bushels per hour. New electric motors all around; large new warehouses and coal sheds costing over \$6,000. Mill is open for inspection every day and can be handled for a small amount of money. Call or write J. A. Jewell, Receiver, Romeo, Mich.

BAGS—BAGGING—BURLAP.

FOR SALE—2000 second hand cotton seamless grain bags. Cheap. Address W. E. Riley, Montpelier, Ohio.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid.

WM. ROSS & CO., 409 N. Peoria St., Chicago.

BUSINESS OPPORTUNITIES.

CAPABLE salesman desires to represent high grade Northern flour account in Okla., Tex. or La. Offers attractive proposition. Address 49V12 Grain Dealers Journal, Chicago.

EASTERN KANSAS—Prosperous grain, coal and feed business for sale. Modern ironclad elevator. Best reasons for selling. Address 49S7, Grain Dealers Journal, Chicago, Ill.

DO YOU WANT a good business for \$10,000 where the overhead is low and in a terminal market where the chances to grow are good? Write 49T15, Grain Dealers Journal, Chicago, Ill.

MINNESOTA—An electric power money making feed mill and two dwellings situated on six large lots in the village of Verndale. Am obliged to sell on account of ill health. A first class opportunity for younger man. Inquire Hans Oehlert, Verndale, Minn.

SOUTHERN CALIFORNIA—Wholesale and retail hay and grain business for sale. Doing well at present. Situated in one of the best towns. Will require about \$8000. Address W. S. Rather, Hemet, Calif.

IDAHO—A grain, seed and coal business in one of the best irrigated seed-growing sections in Idaho. A growing concern established in 1909 doing a wholesale and retail business. Brick store building with modern fixtures, uptown, warehouse with seed cleaners and feed grinder and large coal yards and sheds on R. R. spur with 250 ft. of trackage. Would make a splendid branch for a larger seed house or an opportunity to place that son of yours in a good business. Reason for selling wish to concentrate all our efforts on other interests. It will take \$40,000.00 to swing the deal. Address 49U2 Grain Dealers Journal, Chicago, Ill.

MILL FOR SALE.

MODERN 100-BARREL MILL for sale; large territory, Rocky Mountain section; plenty of wheat. Feed mill in connection. Cheap power. Address 48B4, Grain Dealers Journal, Chicago.

FOR SALE.

Whole or part interest in modern feed milling and mixing plant of fair capacity in large eastern Pennsylvania city; transit facilities, own siding and room for expansion. Write 49Q15, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

WANTED—Position as manager country elevator. 10 years experience. Can furnish No. 1 reference. J. L. Lininger, Syracuse, Nebr.

A man who has enough push to advertise his services in a high class trade journal is the kind you want. Look 'em over. You will find a competent manager, a reliable grain buyer or a qualified and efficient traveling solicitor.

MARRIED MAN wants position as manager of grain and implement company; have had 13 years' exp. in grain business and 17 years in implement business; middle aged. Address 49Q12, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as manager and grain buyer for independent or farmers elevator. Have had several years practical experience. Good bookkeeper. Employed steady since 1912. Address 49U23 Grain Dealers Journal, Chicago.

WANTED by man with 20 years' experience in grain and bean elevators, position in live Michigan town. No co-ops need apply. All references furnished as to character, ability, Address 49V3 Grain Dealers Journal, Chicago.

POSITION wanted as terminal elevator superintendent or location as licensed grain inspector in any large market by man with 17 years experience in four terminal markets. Familiar with grading and scientific mixing of all types of grain. Executive ability. Best of references. Age 36. At present employed. Address 49U3 Grain Dealers Journal, Chicago, Ill.

THOROUGHLY EXPERIENCED man wants position with good solid firm in any good exchange. Can superintend country elevators, buy and sell on grain exchange for terminal elevator, sell and solicit consigned grain in terminal, lumber experience, etc. At present employed. All references. Middle aged and full of work. 49V14 Grain Dealers Journal, Chicago.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

WANT ADS WORK WONDERS.

They sell elevators, find help and partners, secure machines and engines which you want, sell those for which you have no further use, and perform a myriad of kindred services for shrewd people who use them regularly. **READ and USE THEM.**

HELP WANTED.

WANTED—Experienced manager for independent country grain elevator. Address, with ref., 49U19 Grain Dealers Journal, Chicago.

WANTED—Married man experienced in grain and lumber to assist in managing small Northern Illinois Station. Address Holcomb Lumber Co., Sycamore, Ill.

HELP WANTED. WITH INVESTMENT.

WANTED—Competent grain man, terminal elevator experience, to buy active interest in established business. Address 49U11 Grain Dealers Journal, Chicago, Ill.

WANTED—Experienced country elevator manager with sufficient capital to buy interest in established business. Give references and experience. Address 49U10 Grain Dealers Journal, Chicago, Ill.

SCALES FOR SALE.

FOR SALE—Special ball bearing 10 ton Howe auto truck and wagon scale. New, never used. Address John Kinsella, Colfax, Ill.

OIL & GAS ENGINES FOR SALE

FOR SALE—15 h.p. Fairbanks Z engine, good condition; reasonable. Address P. O. Box 103, Bloomington, Illinois.

FOR SALE—Two new 16 horse-power Stover heavy duty kerosene engines. Less than wholesale price. No trades. L. Box 748, Eldorado, Kan.

FOR SALE—New type International gas engine, 10 H.P. Used less than two weeks, just as good as new, \$270.00 f. o. b. cars. Lakeville Creamery Co., Lakeville, Minn.

FOR SALE—One 22 H. P. Gasoline engine in first class shape, will guarantee it to run satisfactory; have installed electric motor, reason for selling engine. Address 49U8 Grain Dealers Journal, Chicago, Ill.

SAMPLE ENVELOPES.

SAMPLE ENVELOPES—SPEAR SAFETY—for mailing samples of grain, feed and seed. Made of very heavy manila for strength and durability and to withstand hard usage. Special folding method for closing envelope. Have a limited supply to sell at \$2.50 the hundred, f. o. b. Chicago. Sample mailed on request. Grain Dealers Journal, 309 So. La Salle St., Chicago, Ill.

ADDRESS WANTED.

ADDRESS wanted of Lindley C. Binford, formerly in grain business at Haviland, Kansas. Last known address Topeka, Kans. Address 49T20, Grain Dealers Journal, Chicago, Ill.

OFFICE APPLIANCES.

SAFES—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

WOOL WANTED.

ELEVATOR OPERATORS who have wool to ship will find it to their advantage to tell the 6700 regular readers what they have to offer. An advertisement in this column will cost you but 25c per type line per insertion.

KEEP POSTED

GRAIN DEALERS JOURNAL

309 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find Two Dollars for one year.

Name of Firm.....

Capacity of Elevator..... Post Office.....

.....bus. State.....

MACHINES FOR SALE.

CLIPPER CLEANER—Hand power—for sale or will trade in on one of larger capacity. J. C. Jordan, Colfax, Ind.

IMPROVED B. & L. Eureka drop gear flour packer, \$50. Universal flour dresser, \$45. 3-ton Moline wagon scale, \$25. Buckeye concrete block machine and 70 pallets, \$50. Flat Rock Mills, Flat Rock, Ind.

OFFICIAL BROWN-DUVEL moisture tester for sale. Two compartment. 1 gal. oil, 1 gal. alcohol and 2 thermometers. This machine has never been used. Apply Sibbitt Brothers, Tower Hill, Ill.

DURABLE WIRE ROPE for sale, for car shovels; cast or plow steel. Manila rope, buckets and everything in elevator supplies.

PULLEYS—1,000—for sale. ALL sizes, solid cast iron, wood and steel split. Standard Mill Supply Co., Kansas City, Mo.

COMPLETE FEED GRINDING OUTFIT. 1—22" Sprout Waldron attrition mill with drive, belt driven, good as new.

1—65 H.P. "Miller" gas engine, single cylinder, in A-1 condition; will sell separate or complete outfit with extra pulleys. Priced to sell. Address The Zeigler Mfg. Co., Bucyrus, Ohio.

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1 No. 5 Williams Mill. Ground less than 100 tons of hay.

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All for No. 5 Williams Mill.

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2 66"x18' Boilers.

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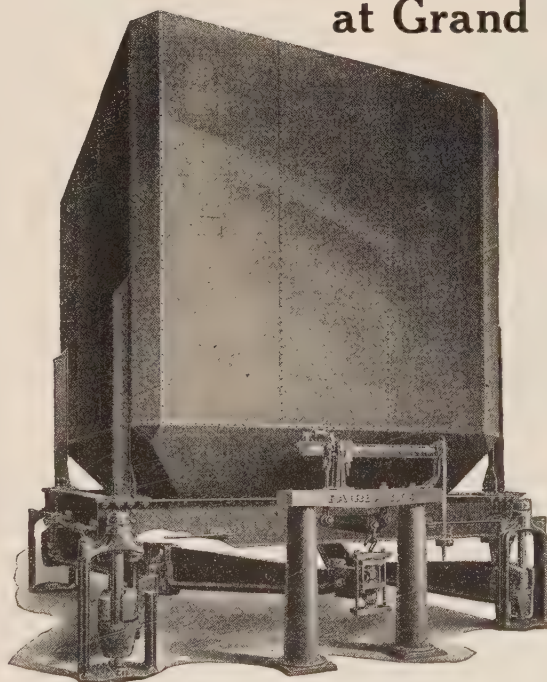
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Grain Dealers Journal

315 So. La Salle St. CHICAGO, ILL.

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SEEDS FOR SALE—WANTED

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Grain Dealers Journal

309 So. La Salle St. Chicago, Ill.

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BALTIMORE, MD.

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Stanford Seed Co., Inc., The, wholesale field seeds.
Whitney-Eckstein Seed Co., wholesale seeds.

CHICAGO, ILL.

Dickinson Co., The, Albert, seeds.
Illinois Seed Co., The, grass and field seeds.

CINCINNATI, OHIO.

McCullough's Sons, The, J. M., field and garden seeds.

CONCORDIA, KANS.

Bowman Bros. Seed Co., field seeds.

COUNCIL BLUFFS, IOWA.

Ouren Seed Co., wholesale seeds and grain.

CRAWFORDSVILLE, IND.

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Minneapolis Seed Co., seed merchants.

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Churchill Grain & Seed Co., field seed, popcorn.
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GRAIN DEALERS JOURNAL

309 South LaSalle Street, Chicago, Ill., U. S. A.
Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$2.00; single copy, 15c.

To Foreign Countries within the Postal Union, prepaid, one year, \$3.25; to Canada and Mexico, prepaid, \$2.75.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, OCTOBER 25, 1922

LEAKING CARS reported in this number indicate quite clearly that some grain shippers are loading unfit cars or else they are failing to cooper all their cars properly.

THE FAILURE and reorganization of many of the cooperative elevator companies is traceable direct to the unwillingness of the average boards of directors to employ a competent manager and let him run the business. Meddlesome interference by different directors keeps the manager at sea without either rudder or compass.

CLOSE STUDENTS of economics are becoming convinced that the many schemes of the politicians for helping farmers financially is resulting in an artificial promotion of agriculture that is sure to encourage the unworthy and bring about an unneeded increase in production that will depress prices for all. So "the great help" being wished upon the honest-to-goodness dirt farmers is proving anything but a blessing.

COMPULSORY pooling of wheat was tried in Australia and it is significant that in its plan for 1923 the federal Australian government has abandoned the idea, specifying that there must be established "a free, local market, and that farmers must be permitted to sell their wheat thru the medium of the pool or in any other manner they choose." The guaranty of 3 shillings per bushel, equal to about 75 cents, offered by the government is an additional evidence of return to sanity, an unwillingness to give the farmer a bonus at the expense of the taxpayers.

DID YOU ever look over our "Changes in Rates" and find that you could ship your grain by a different route or by different billing reduce your cost of transporting grain to market? Many other shippers have done so and no doubt you would find a closer study of grain rates and traffic matters generally a profitable diversion.

CARS are so scarce, grain shippers generally have virtually been out of business for months. One great difficulty is that most of the box cars are in such bad condition they are unfit to trust with grain for transportation. Many of the railroads are now arranging for a new supply of cars so that the scarcity which has been a great handicap to transportation business ever since the days of McAdoo will soon be somewhat relieved, as all car manufacturers are working overtime to fill their orders.

MIKE HANCHER, a coal miner of Somerset, Pa., has just been paid \$530 for one month's work. Consumers of anthracite will pay dearly for the government's failure to protect mine owners in the operation of their mines at a fair wage. Having been helped to exact wages which must greatly reduce the demand for coal, it is perfectly natural for the miners to demand possession of the mines. When they gain control they will probably permit consumers to dig their own coal by paying the retail price.

FIRE! FIRE!! FIRE!!! Our news columns are crowded with reports of grain elevator fires because heedless, careless, thotless operators do not take sufficient precaution to prevent them. A careful study of the fire hazards of your plant and their conscientious correction will greatly increase the safety of your property as well as reduce the cost of your insurance. Count the fires recorded in our news columns for any month, then go out and give your plant a vigilant inspection before it is reduced to ashes.

FEED MILL installations in grain elevators have been increased so rapidly during the past year that the time cannot be far distant when 50% of the grain dealers of the land will be grinding feed for their customers and realizing a steady profit from the service. This is a side line which properly belongs to the grain elevator business. If you have any doubt about it, just glance over our news items of three or four numbers and you will be surprised by the many improvements being made in the feed grinding departments of country elevators.

ABOLITION of the Railroad Labor Board is advocated by Sec'y of Labor Davis and his reasons are most creditable to him. He denounces the Board as a "quasi-governmental partisan institution" and urges that employers and employes should be left to thresh out their differences "free from the hope or fear that meddling officials would interfere to cast their little influence in the balance in favor of one side or the other." The Board is still struggling with issues raised by the shop crafts strike altho more than 90 out of 212 railroads have reached satisfactory agreements with the employes. When did government interference with business do other than promote waste, inefficiency and excessive cost of the service?

TRANSFER of Board of Trade and Grain Exchange memberships of bankrupts and the application of the proceeds of sale to debts due non-members is a question soon to be argued before the Supreme Court of the United States. Fortunately this is not a matter where the decision of the court can possibly be harmful to the Exchanges. If the court holds that non-members can file claims against memberships the financial standing of members will be considerably improved in the eyes of non-members, especially in those parts of the country where grain receivers are not required to give a bond to the state, as in the Northwest and in Canada.

THE APPLICATION of the rail carriers to the I. C. C. for a uniform rate of freight on all grains is contrary to their established practice of charging only what the traffic will stand. If corn was charged the present rate of freight on wheat much less of it would be shipped across state lines. As it is now the freight on corn is so high as to forbid many producing sections shipping to distant markets. Even with present prices any increase in the cost of getting corn to market would immediately effect a marked reduction in the volume shipped from the frontier sections to the loss of the carriers as well as the producers. The old differential is fair. Let it stand.

A DICTATOR or mediator for the grain exchanges was *not* suggested or thought of by Julius H. Barnes as was reported in all the daily newspapers throughout the land some time ago. His pointed denial is published elsewhere in this number. The trouble with many of the daily newspaper reporters is that in their search for stirring stories they cannot overcome the temptation to trifle with truth. The misrepresentation indulged in by the associated press reports at the time of the New Orleans episode, October 3rd, is but a fair sample of the willingness to misrepresent, to falsify without limitation, if an opportunity affords to create a sensation among readers.

RIISING MARKETS have forced some unexpected losses of profits, business and customers upon country dealers who had entered into verbal contracts with farmers for the purchase of their grain. The resulting lawsuits for damages have brought surprises to many farmers, but they have also resulted in the permanent loss of customers to the established dealers. Buyers who have taken the precaution to insist upon written contracts where farmers wish to contract the sale of grain not yet delivered have not only saved themselves a world of trouble, but they have helped their patrons to deal fairly and honestly. A written contract properly drawn is a protection for each party against a default by the other. Where both sign a written contract and each party has a copy of it little opportunity is left for differences or disputes, because if either party has a different view of the contract it is his duty to remedy it before signing the written statement of it. The only sure way for both parties to obtain a clear understanding of the intent and purpose of the other is to place the contract in writing. Clearly written contracts not only prevent a world of dissatisfaction but also many losses.

MANY DEALERS recognize, that membership in an organized exchange is a badge of fair dealing altho they neglect to advertise their memberships on their stationery. One Kansas dealer mentioned in our news columns recognizes the advantages of such membership altho he has not gone to the expense of purchasing the claimed membership. Any business man who is known to claim to be what he is not is invariably one to be given a wide berth for he is sailing under false colors. He tries to deceive those whose business he is seeking by claiming a membership in an organization which he does not possess.

"THE BURNED elevator will not be rebuilt, because the loss was \$24,000 and the insurance totaled only \$7300." Evidently some careless dealer was asleep on his own opportunity. His elevator was fairly protected, but his grain burned without being insured. Evidently the sufferer had not learned of the great advantages of the all-coverage policies. Any dealer who keeps an intelligent record of grain in store in his elevator can now get full protection all the time by weekly advising his insurance company of his receipts and shipments. Through the use of such policies every dealer is able to keep fully protected all the time and with a minimum amount of work and worry.

"FLYING MOTHS" relates not to bats in the belfry of the grain inspectors at Kansas City, but a new notation some unfortunate shippers of wheat are finding on their inspection certificates. Wheat buyers in the southwest have been so successful in the past in getting wheat discounted for excessive moisture, heat damage, low protein and live weevil that they can be expected to seize upon this new pretext and make the most of it. Samplers are said to be finding swarms of moths when opening cars. To grade wheat with the protein test the inspector would have to qualify as a chemist, and to carry out the new-fangled methods of government inspection the inspector may have to become an entomologist, in order to determine the sex of the moth, as probably the female of the species is more deadly than the male, enjoying the privilege of laying innumerable eggs on the wheat. What next?

A KANSAS CITY receiver who seems overly eager to obtain control of a large volume of wheat offers to advance 80c a bushel and pay freight up to 15c a bushel providing owners will ship him wheat. He in turn gives shippers one year to pick the market price. That scheme may appeal to newcomers, but men experienced in shipping wheat will stick to their price first and make a draft for 95% of the grain market value and, what is more, the alert shipper will see to it that the shipment goes to a member of an organized exchange. Wheat owners who are so green as to pass title to their property for 70% of its value and to permit an unknown buyer to use the other 30% for a year without interest are truly in need of a guardian and we recommend that they apply instantaneously to either Senator Capper or Secretary of Agriculture Wallace, both of whom are ambitious to play wet nurse to all bucolics.

Heat Damage Again a Factor in Grading.

Considerable of the wheat arriving at Kansas City from parts of Oklahoma, Kansas and Nebraska contains so great a percentage of kernels damaged by heat and in the stack as to constitute heat damage the principal factor to be considered by the inspector in grading on this crop.

Heat damage also has become a market factor; and the interpretation of the rules by the Federal Government Supervisors is working to the disadvantage of the wheat growers. So much wheat has been graded down by the technical application of the Federal Government rules that the farmers in the territory tributary to Kansas City have lost several million dollars in the price paid to them by the country grain buyer who is forced to protect himself.

Even when the country grain buyer knows the wheat in the farmer's wagon is only skin-burnt and is perfectly good milling wheat he cannot afford to pay the price for No. 2, because the Federal Supervisor will insist on the inspector calling it heat damaged wheat, resulting in a loss to the shipper.

Wheat that was graded down to No. 4 by the licensed inspector at Kansas City has actually been sold at a premium of 13 cents per bushel on account of high protein to a miller who knew more about good wheat. A miller at Kansas City bought 3 cars of No. 4 and two cars of No. 5, had them thoroughly mixed, and when milled turned out a grade of flour equal to the best.

Heat damaged wheat is being docked heavily at Kansas City, and wherever it is showing up in quantity. Instead of selling to arrive by grade shippers are advised to consign such wheat to a grain receiver who can get the most out of it on a sale by sample.

Working for Fair Ground Leases.

Grain elevator operators who permit themselves to be cajoled by the wily real-estate representative of the railroad company into signing away his birthright in order to get a small piece of land for an elevator site will be glad to know that the Illinois Grain Dealers Ass'n has taken up the fight against the unreasonable and burdensome conditions of ground leases. Failing to obtain more favorable leases for Illinois grain elevator operators it will go to the State Legislature with a view to obtaining an adjustment of rentals to a reasonable income based upon a fair valuation. All of the ridiculous conditions now forced upon the lessee will of course be abolished. It is not right that operators of grain elevators or grain warehouses should assume any of the liabilities of the railroad company.

Every elevator operator who signs one of these involved leases is likely to find himself in the same predicament as is outlined by a Pacific Coast grain dealer in "Asked—Answered," this number. Many Illinois dealers who have been persistently pressed to sign leases at extortionate rentals have refused to accept the conditions of the lease or to pay the exorbitant rental, notwithstanding they con-

tinue to operate their elevators every day, and the railroad's representative keeps pressing for a signature but gets nowhere.

In the meantime, the fury of the sufferers both those who have signed and who are being pressed to sign, is increasing. Grain elevator operators are not in a position to assume any of the liabilities or hazards of railroad operation and should not be expected to do so. It is doubtful if any grain dealer has ever signed one of these ridiculous leases except under duress. The agents of the carriers have made all kinds of threats and imposed upon the grain elevator operators outrageously.

It is time that all the dealers of each state joined hands in a vigorous fight against the unreasonable conditions and the exorbitant rentals demanded by the railroads from those who would occupy a small piece of the right-of-way for the maintenance of a freight depot. Some carriers are so nearsighted they overlook the fact that the grain dealer is the best freight solicitor they have and is fully entitled to all the ground room necessary to promote his work. The railroads realize dollars from his efforts where the elevator man gets pennies.

Enforcing Docket 9009.

"Natural shrinkage" is a term that never should be used in freight tariffs, any more than the word "option" should be used in describing transactions in futures.

The one-eighth of one per cent is said to have originated as a charge for insurance on grain exported by the Montreal route many years ago. In copying the $\frac{1}{8}$ of 1 per cent the New York lines are said to have designated it "natural shrinkage" as they had not the similar reason to make the deduction for insurance.

The provision in Docket 9009 describing the loss of weight in transit as "invisible handling loss" due to dust and sampling is a feature that could well be incorporated in the tariffs of the carriers by an order of the Interstate Commerce Commission.

If the representatives of the shippers consent to standardized scales and weighing facilities they should obtain from the carriers some definite assurance that the installation of the approved devices, which may in fact be more accurate than their present equipment, will be followed by prompt payment of claims. Here the difficulty arises that the stockholders of the railroad companies and the managements of the roads will be reluctant to grant any concession that surrenders the legal rights of the carriers to prove that the weights of the shipper were inaccurate.

It happens that the present legal position of the shipper is of great advantage to the one loading the car, and of equally great disadvantage to the carrier, for the reason that the burden of proof of inaccurate loading weight at point of origin rests on the railroad company. All the shipper has to do at present to recover in full is to prove how much grain was loaded into the car. Are the carriers in position to grant the shippers any concession in exchange for the surrender of this advantage?

To Fight Bureaucratic Dictation.

The determination by the grain exchanges of the country led by the Kansas City Board of Trade and the Chicago Board of Trade, to test the constitutionality of the Capper-Tincher Future Trading Act is much more than a suit to restrain the Department of Agriculture from regulating trading in grain.

The Future Trading Act is the latest, and let us hope it will be the last, of the many burdens laid upon business by the legislators. Merchants in all lines of trade have been pestered to death by regulatory statutes that benefited no one except Government employes, and have remained on the defensive until the large and representative body of merchants composing the memberships of our grain exchanges decided to make a direct attack on the Capper-Tincher law, which law is an out and out scheme to substitute government by bureaucrats for government by law.

This contemplated suit, therefore, is one on behalf of all the merchants of the United States.

It is a declaration of war by the businessmen of the nation, not against the Government but against the bolshevistic politicians and socialists in Washington, Kansas and North Dakota that they will no longer meekly submit to being abused, defamed and libeled as crooks. Merchants will no longer silently ignore charges that they are thieves, that in addition to the law and prosecuting attorneys there must be a bureau at Washington with a horde of spies, to prevent the businessmen from cheating one another.

As pointed out by the attorney of the Chicago Board of Trade in an opinion given the president of the Board and published in full elsewhere in the Journal this law empowers the Sec'y of Agriculture to write the rules for trading in grain on the Exchanges. The sec'y will not do this himself. The work of making the rules for the kinds of grain to be delivered on contracts and the rules for the admission of members will be written by a clerk employed in the Department of Agriculture.

It is not too far fetched to say that the logical outcome would be for the Washington bureaucrats to write the trade rules of the Grain Dealers National Ass'n. When an honest difference of opinion as to what the rules shall be develops, as it did on the floor of the recent convention at New Orleans, among men having the best interests of the trade at heart, what kind of a rule could be expected from a clerk in a government bureau having no interest but to make work for himself and more jobs for other feeders at the public crib?

The present sec'y of agriculture evidently does not pretend to be wise enough to write the rules for the Board of Trade in the present state of his knowledge, as in a recent official statement he admitted he regarded the future trading act merely as giving him a roving commission to ascertain facts on which to base regulations. He ignores the vast accumulation of official records of grain trade investigation by hearings before com'ites of Congress and the Federal Trade Commission. He ignores the fact investigators for the Federal Trade Commission for the best part of a year sat in the office of the Sec'y of the Chicago Board

of Trade and read every scrap of correspondence.

What seems to be needed is not so much laws to regulate or investigate business as a recognition in and out of Congress that election to public office or appointment to a secretaryship in a department in no way confers on the officeholder any wisdom he did not possess before appointment. All that government confers is power, and power directed by the ignorant is destructive.

To allow the federal officeholders to write the rules for delivery of grain on contract in exchange for the investment of \$100,000,000 by the federal government in providing storage elevators at Chicago; or to allow the Washington bureaucrats to write the rules governing future trading in exchange for a promise to confer a monopoly of speculation on the licensed exchanges is to sell our birthright for a mess of pottage.

The Federal Trade Commission.

In his efforts to imitate Judge Landis in hectoring witnesses the chairman of the Federal Trade Commission presented a sorry spectacle during the Chicago hearing on manipulation of the grain markets. His confession that he was unable to differentiate in his own mind the betting on the horse races from dealing in grain for future delivery exposed his ignorance. During his youth while sporting editor on a newspaper he said he learned a great deal about horse races, jockeys, handicaps, the condition of the track and the betting odds.

Evidently the work of the Commission is getting to be a joke, and its abolition would greatly help the cause of good government.

It is a serious proposition, however, for the businessmen who have to employ clerks to compile information for the Commission; or are in peril of having their legitimate business secrets exposed by the Commission's penchant for reading private correspondence. This annoyance came to such a pass that the Baltimore grain exporters told the Commission flatly that its examiners would not be given private papers; and the Commission has haled the exporters into court to force them to surrender private documents.

Cheering news for the grain exporters of Baltimore comes from New York where the U. S. Circuit Court last week ruled in the case of the American Tobacco Co. that the Commission had no power to direct an unlimited examination of the books and correspondence of private corporations. If such power was granted by the statutes it would be unconstitutional the court held.

The United States has no place for inquisitorial bodies created by autocrats such as the Russian cheka or the Spanish inquisition.

These muckrakers never publish the fact that the trade or business investigated was found to be conducted lawfully and upon correct ethical principles. Unless they can besmirch the character of businessmen they prefer to say nothing. An employe of the Commission, as directed by Pres. Wilson, made an investigation of future trading on the exchanges with reference to its effect on the price paid to farmers for grain, and altho this employe made a complete

report to the Commission its publication was held back for years.

In the present inquiry the Commissioners seem to have a preconceived notion that the price of wheat the latter part of May, 1921, dropped because the Board of Trade allowed the delivery of grain in cars on track on contracts for May delivery. The truth is that the car lot emergency delivery rule was established to help outside shippers who had grain sold in good faith for delivery as a hedge, and who, when their grain arrived in the city in due season, found the elevators too full to unload the cars for application on contract in the usual way.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. M. & St. P. 502648 was set out at Elk Point, S. D., Oct. 18. Side of car was broken, also one brace post. It was loaded with oats and was leaking badly. Section men repaired the leak and it went on.—D. A. Greig, mgr., McCaull-Webster Elevator Co.

L. & N. 5195 passed thru Walton, Ind., on the Pennsylvania at 10:45 a. m., Oct. 16, leaking barley. Looked like it was coming thru the floor.—O. A. Dutchess.

Southern 27912 is in our yard, Oct. 12, loaded with corn. Car is in bad condition with one side of car almost out and leaking badly.—W. C. Evans.

C. M. & St. P. 206237 has been in the yard at Morley, Ia., for several days previous to Oct. 11, with side pushed out and corn running out.—Diamond Lumber Co.

C. B. & Q. 117403 was leaking wheat at Holdrege, Neb., from doorpost, Oct. 3.—Holdrege Equity Exchange.

D. & S. L. 53058 was leaking at doorpost at Holdrege, Neb., Sept. 30.—Holdrege Equity Exchange.

G. N. 126377 was leaking Sept. 29 in walls near door post at Big Sandy, Mont.—A. A. Delger, Montana Elevator Co.

Soo Line 108660 passed thru Bordulac, N. D., Sept. 26, leaking wheat at the door post. Train did not stop and I noticed it while going at a speed of 30 miles an hour.—O. R. Beckley.

C. M. & St. P. 504280, 500908, 61042, C. B. & Q. 108894, M. & St. L. 19310, U. P. 135362, S. L. 141012 were in a wreck on the C. M. & St. P. between Ferguson and Haverhill, Ia., Sept. 25. The only car showing any leak was C. M. & St. P. 504280.—O. K. Morrison, mgr., Farmers Elevator Co., Laurel, Ia.

T. & P. 7633 was seen traveling northeast on the C. G. W. leaking freely at the door post.—A. V. Tischer, chief inspector Des Moines Board of Trade, Des Moines, Ia.

SSW 28085 was leaking badly at bottom of the door while being switched in yards at Kingsville, Tex.—M. Nuckols, Kingsville Ice & Mfg. Co.

C. & N. W. 87498 was set out at Havelock, Iowa, Sept. 21. Side of car was broken and brace post broken. Side of car was leaking mixed corn. Section men repaired leak and car went on.—J. L. Miller, mgr. Farmers Coal & Grain Co.

N. Y. C. 249984 passed thru Hendley, Neb., Sept. 20, east bound, leaking wheat at door post.—Farmers Business Ass'n, J. W. Query, mgr.

A. C. L. 35118 was leaking very badly at Arrowsmith, Ill., Sept. 19. Train crew repaired leak at side of car.—J. Burt Porterfield.

C. C. C. & St. L. 46631 passed thru Saint Paris, Ohio, Sept. 18, going east and leaking wheat around door.—E. S. Allton, mgr. Saint Paris Grain Co.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Decision on Transfer of Board of Trade Membership.

Grain Dealers Journal: In your issue of Sept. 25, 1922, on page 405 you give the outlines of a decision by Judge Kenesaw M. Landis in regard to the ownership of a membership in the Board of Trade of a bankrupt. You state the case went to the United States Circuit Court of Appeals and was there affirmed and that a writ of certiorari has been taken to the United States Supreme Court.

We have a lawsuit involving this question and would appreciate it very much if you could furnish us with the citations in the Federal Reporter of the decision affecting this case in the United States Circuit Court of Appeals.—Blackmar & Bundschu, Kansas City, Mo.

Ans.: The citation can not be given because the decision has not yet been published in the law reports. The citation will be published in "Supreme Court Decisions" column, later.

The decision can be identified as a precedent as the decree was entered May 13, 1922, by the U. S. Circuit Court of Appeals at Chicago, in Board of Trade of City of Chicago v. E. H. Johnson, Trustee (in bankruptcy for Wilson F. Henderson). As the case then stood the Board of Trade would have to transfer the Board of Trade membership of Henderson to Johnson.

June 1, 1922, an order was entered staying the mandate until further order of court, evidently because the Board of Trade was taking an appeal to the United States Supreme Court.

Oct. 23, 1922, the Supreme Court of the United States granted the petition of the Chicago Board of Trade for a review of the decision of the lower court.

A copy of the opinion of the Circuit Court of Appeals, on the two cases, 3028 and 3034, making one 8-page pamphlet, can be obtained for a fee of \$5 by addressing Clerk of the U. S. Circuit Court, Federal Building, Chicago, Ill.

How Long Must Shipper Guarantee Grade?

Grain Dealers Journal: We shipped a car of corn to Omaha on consignment and the car was inspected on arrival, grading No. 3 yellow and was sold for such. Five days later the car was set out at the terminal elevator which called for a re-inspection. It then graded sample heating, with a discount of two cents per bushel. How long is the shipper responsible for the grade of his grain after inspection and sale, according to the Omaha Grain Exchange rules? How long is shipper responsible at other terminal markets?—M. H. Kocinsky.

Ans.: F. P. Manchester, sec'y of the Omaha Grain Exchange, states that the following amendment to the Exchange, adopted in 1918 covers the point raised:

Resolved, That Par. D. Sec. 10, Art. 6, on Page 58 of the Rules and Regulations of the Omaha Grain Exchange be cancelled and the following be substituted therefor—

D. On all grain sold on the trading floor of the Exchange, re-inspection must be called for within 120 hours from 12 o'clock noon of the date of delivery of the B/L or other proper order to move the car; and on all grain bought to arrive, re-inspection must be called for within 120 hours from 12 o'clock noon of the date of original inspection, unless the B/L or other proper order to move the car is delivered to the buyer subsequent to the date of original inspection, in which case the time for re-inspection will extend from the date of delivery of the B/L or proper order. Sundays and holidays are included, and unless the grade of any grain is changed within 126 hours from noon of original dating time as above specified, the contract price shall apply. The word "re-inspection" as herein used shall mean any change in grade of grain between the tentative grade as established on first inspection and the grade as finally established at the time of legal unloading at the elevator; provided it is within the

proper time limit. The first re-inspection so obtained at the time of legal unloading shall be considered the final re-inspection. Provided, also, that this rule does not cover cars which are improperly loaded or on which the change of grade is based on color and not on deterioration.

Private Cars Applicable on Contract?

Grain Dealers Journal: In the case of wheat sold to a mill on their terms where delivery is tendered in privately owned box cars, which must be returned to point of origin immediately upon unloading, is the mill within its rights in declining to accept grain so offered where no provision to the contrary is made in the contract and no agreement or understanding has been reached between the purchaser and the miller as to the acceptance of grain so tendered?

This question is the result of a controversy, the mill claiming that the wheat was bought with the idea of securing the equipment for flour loading, however, they failed to incorporate this in their contract.—Service Grain Co., Salina, Kan.

Ans.: Anything not covered by the contract is governed by the course of dealing between the parties or the custom of the trade.

The custom of the trade is that when not otherwise specified in the contract the buyer has the privilege of reconsigning; and of re-loading an empty, subject only to embargoes or regulations imposed by the railroad companies. As to the embargoes imposed by the carriers the buyer is presumed to have knowledge, or to take his chance; but as to restrictions imposed by owners of private cars, not having any means of informing himself the buyer can not be bound thereby.

In other words, a car that can not be re-loaded is not worth as much as one that can and the buyer has a right to be informed of the limitation on the car before he makes his bid on the grain.

Order on Guaranty Against Price Decline?

Grain Dealers Journal: Has the Journal at hand an order or ruling of the Federal Trade Commission on the subject of guaranteeing prices being unfair competition or something of that character? The parties bringing this to my attention think it was rendered within the last 12 or 15 months, but cannot cite their authority. I will be glad to receive your information on this subject and a citation that will enable me to find the order.—Chas. B. Riley, sec'y Indiana Grain Dealers Ass'n, Indianapolis, Ind.

Ans.: The Federal Trade Commission has issued no ruling against guaranteeing against price decline.

A complaint was filed against the Helvetia Milk Co. some years ago but nothing came of it and no decision was rendered.

A complaint has recently been filed with the Commission against the Michigan Wholesale Grocers Ass'n, for unfair competition by guaranteeing against decline in prices. It remains to be seen whether the complaint is justified.

The Commission announced Feb. 15, 1921, that instead of holding the practice illegal, the merits of each specific complaint will be considered "applying the legal tests thereto."

In this action the Commission is wise, as there can be no law against guaranteeing against price decline, however bad a business practice it may turn out to be for the guarantor.

A sale at a set price for delivery in the future, with the privilege of a lower price if the market at the time of delivery is lower, adds nothing to the hazards of price fluctuation. Some one must bear the risk of ownership. The sale with guaranty against price decline simply shifts the burden from the buyer to the seller, and is legal.

Manufacturers producing for a future market can not hope to obtain more than the market price at that time in any event and when they know they will have the goods lose nothing by guaranteeing.

In the grain trade, however, guaranteeing prices is suicidal, since the margins of profit are too small to meet the inevitable heavy losses. A very few terminal dealers and many country grain buyers have attempted it; but their losses have forced them to discontinue the practice, or into bankruptcy.

One of the long standing evils in the flour milling business has been the willingness of millers to continue to do business with bakers and flour buyers who refuse to accept flour at the contract price after the market has declined. These misguided millers are virtually guaranteeing the flour buyers against a decline in the market.

Can Farmer Recover for Grain Burned in Elevator on Right of Way?

Grain Dealers Journal: Sometime since one of our large grain warehouses containing a lot of stored grain belonging to the farmers, for which they held our negotiable warehouse receipts, was entirely destroyed by fire. This fire presumably originated from the burning of dead grass and rubbish on the railway right of way, under the supervision of the section gang.

Our warehouse was situated on the railway right of way. The lease for the site we hold provides:—

"that the lessee assumes all risks of loss, damage or destruction to building or contents or to any other property brought upon or in proximity to the leased premises by the lessee, or by any other person with the consent or knowledge of the lessee, without regard to whether such loss be occasioned by fire or sparks from locomotive engines or other causes incident to or arising from the movement of locomotives, trains or cars, misplaced switches or in any respect from the operation of a railway, or to whether such loss or damage be the result of negligence or misconduct of any person in the employ or service of the railway company."

Knowing full well that this lease is one of the ironclads, we upon the advice of our attorneys had the following clauses printed into and made a part of the negotiable warehouse receipts which we issued to the farmers:

"Provided, however, that said grain is subject to owner's risk of fire, or unavoidable damage . . . All right of subrogation or recovery for loss or damage by fire, injury, or otherwise either against the Pacific Coast Elevator Co. or the Railway Company, upon whose land the building containing this grain is located, is by the acceptance of this receipt waived by the owner or holders hereof."

Recently one of the farmers who had a large crop of wheat on storage in the warehouse, on which he carried no fire insurance whatever, the loss being total, and for which he held our negotiable warehouse receipt, has brought suit against the railway company for the loss of his grain, he being of the opinion that he will have no trouble whatever in proving that the fire was caused by the absolute negligence of the railway section gang. The railway officials immediately advised us that under the terms of our lease they will look to us to make good to them any loss which they may be compelled to pay the farmer.

On attorney's demurrer we believe a ruling has been made that the clause in our warehouse receipt is not binding as between the railway and the farmer, unless he, the farmer, is advised as to the nature and terms of the lease. This we cannot specify in the ordinary warehouse receipt.

Recognizing the valuable information that you give through your various departments we are asking if you can consistently give us any reference or court decisions that might have bearing on case of this nature. If the clause in our warehouse receipt does not protect us in cases of this kind, we are wondering what will.—Pacific Coast Elevator Co., Portland, Ore.

Ans.: The farmer's claim against the railroad company is good, for the reason he did not know when he consented to place his wheat in the warehouse, that the owner of the warehouse had released the railroad company from liability for negligence. When made defendant in a suit by the farmer the railroad will not be able to plead its contract with the warehouse company in defense; as it will be unable to prove that the farmer had agreed to this release of liability.

After the railroad company has settled with the farmer it can turn about and recover all its loss from the warehouse company under the agreement, which the warehouse company entered into with its eyes open, and presumably consented to this burdensome limitation of liability for some advantage it expected to derive thru the lease on the right of way.

To shift all the burden upon the holder of the warehouse certificate it would be necessary to hand him with his certificate a copy of the clause in the lease informing him that by storing his grain in the said warehouse he released the railroad company from liability, and was made a party to the special contract with the railroad company releasing it from liability, due to negligence.

The warehouse receipt in question fails to specify that the railroad company is released from liability for negligence; whereas the lease does so specify, and hence the warehouse com-

Will Fight Law Requiring Discrimination

pany is not in as good a position as the farmer, the warehouse company having agreed to something that the farmer has not.

The decisions do not cover a warehouse receipt with the identical language; but are as follows:

In *James Quirk Milling Co. v. M. & St. L. Ry. Co.*, the Supreme Court of Minnesota, 107 N. W. 742, held that the railroad company having the right to refuse to lease its right of way might stipulate for exemption from damages caused by its negligence in setting fire. "Placing the building upon the right of way was an inconvenience to the railroad company and increased the danger of fire to its own property. In the absence of the stipulation in question the risks and liabilities of the company would have been materially increased. The contract is binding upon both parties."

Note that the court in the foregoing states that the contract is binding between the PARTIES.

Railroad Liable for Fire.—A person who stored cotton seed in a house erected on a railroad company's right of way under an agreement between it and a third person that such third person should not assign or underlet the premises, and that the railroad company should not be liable for loss by fire, without actual or constructive knowledge of such agreement, was not bound thereby.—*Hutto v. Seaboard Air Line Ry.* Supreme Court of South Carolina. 52 S. E. 835.

Lease of Site on Right of Way.—A railway company leased to the plaintiff at a rental of \$6 per annum a strip of ground on its right of way to be used in the erection of a grain elevator. The lease contained a provision that the lessee should assume all risk of loss, damage or destruction to the elevator buildings or contents from causes incident to or arising from the movement of locomotives, trains of cars, misplaced switches or in any other respect from the operation of the railroad, where the result of negligence of the railway company or its employees. Held, that the clause exempting the railway company from liability is not in contravention of public policy, and is valid.—*Griffiths Grain Co. v. St. J. & G. I. Ry. Co.* Supreme Court of Kansas. 146 Pac. 1134.

"Subject to Confirmation by Wire?"

Grain Dealers Journal: We wired Taylor Grain Co., of Omaha, Neb., at 9:32 a. m. Oct. 12, asking for quotations on corn and oats, and received the following message from it:

"Manakin (subject to our confirmation by wire) offer absolute (5000 bu.) each affixing (No. 2 white oats) coffee (44½) alkali (No. 2 corn) culprit (75%) delivered Altus, bounty (as fast as possible) blunder (October).

This telegram was received by us at 11:32 a. m., and we answered this wire at 12:00 and same was forwarded out of the Western Union office at Altus at 12:37, reading as follows:

"Book the absolute corn and oats as per your wire."

They wired us back as follows:

"Sorry unable to book too late now good demand all grain."

You will also note that on this date, there were no markets and no good reason for their refusal to book this grain according to their wire.

We want to know if they would be responsible to us for this grain, should we be forced to pay more money elsewhere?—J. T. Gibbons Grain Co., Altus, Okla.

Ans.: Minneapolis was open on the holiday; and the seller may have just sold the grain before receipt of acceptance.

Using the phrase "subject to our confirmation by wire" gives the party making the offer the right to refuse to confirm, even without giving any reason for backing out of the deal. As there was no time limit for acceptance specified in the offer the seller naturally desired to protect himself against delayed acceptance, and altho there was practically no delay, nevertheless he could take advantage of the clause.

When sellers wired "Unable to book" that ended it and buyer has no claim, as there was no breach of contract, there never having been a contract.

Ordinarily a confirmation is merely an approval of an existing contract already consummated by the meeting of minds; and goes by mail; but this confirmation was specified to be by wire, which could only be for the purpose of initial closing of the contract, which then again would be confirmed by mail.

COOKSVILLE, ILL.—Hayward Bros. have installed a radio receiving set.

HEAVY damage is being caused by the Mexican bean beetle in Alabama, Georgia, and parts of Kentucky and Tennessee. Twenty-four new counties have been infested this year.

The grain dealers of the entire country who are familiar with the Congressional hearings leading up to the enactment of the two laws on future trading know that the Grain Futures Act was conceived in ignorance, inspired by unsuccessful speculators, drafted in defiance of constitutional guaranties of personal rights, and enacted by the ballots of Congressmen who gave no thought to what they were doing except that the bill was desired by the political "farm bloc."

Without regard to its discreditable history and taking the Act as it reads the attorney of the Chicago Board of Trade has made the following dispassionate statement giving ample reason for resisting the enforcement of its tyrannical provisions:

Opinion of Board of Trade Attorney on Grain Futures Act.

Mr. Robert McDougal,
President,
Board of Trade,
Chicago.

Dear Sir:

Replying to your request for my opinion respecting the Grain Futures Act recently enacted by Congress.

In 1921 Congress attempted, under an Act known as the "Future Trading Act," to regulate future trading on the grain exchanges by requiring them to become "contract markets" and thereby placing them under the control of the Secretary of Agriculture, who could prevent future trading on any exchange which did not comply with such regulations as he should prescribe, or which should refuse to admit to membership representatives of farmers' co-operative organizations, which propose to pay so-called "patronage dividends," in direct violation of your minimum commission rule.

At the suit of certain members of your Board, the United States Supreme Court annulled that Act upon the ground that future trading on the exchanges was intrastate, and not interstate, commerce, and as such could not be regulated by Congress either under its taxing power or its power to regulate interstate commerce.

Following this decision a new bill was introduced in Congress and has recently become a statute under the name of the "Grain Futures Act." From certain official statements, which have been given out respecting this later Act, it would seem to be based upon the misapprehension that the Supreme Court annulled the former Act merely because it was an abuse of the taxing power.

This new Act re-enacts verbatim all the regulatory features of the former Act which were annulled by the Supreme Court. It omits the taxing feature of the former Act, but otherwise is a practical re-enactment of the old Act. It differs from the former Act in reciting in the Act itself the reasons which impelled Congress to pass it, which are that manipulation depresses prices and prevents the operation of the law of supply and demand in interstate commerce in grain. But this supposed reason was in the above-mentioned suit called to the attention of the Supreme Court by the Solicitor General, who quoted liberally from the Congressional Records on this subject.

Furthermore, this theory of the injurious effect of short selling was conclusively shown to be a fallacy in the exhaustive report of the Industrial Commission appointed by Congress

in June, 1898, and consisting of five members of each house of Congress and nine experts.

It does not, therefore, seem at all probable that the Supreme Court will recede from its former decision and sustain the present Act.

Hence, I am of the opinion that the new Act is unconstitutional and would be so adjudged in a suit for that purpose.

The next question is,—Should your Board for prudential reasons acquiesce in this unconstitutional Act?

It deprives the Board of its very important right to say who shall be its members. It breaks down your minimum commission rule, which, by enlarging the value of memberships materially increases the efficiency of the Board's discipline over its members. It places for all time the regulation of your Exchange under the bureaucratic control of the Department of Agriculture; for it is not to be expected that the Secretary of Agriculture will personally administer the Act.

While there is every reason to believe that such supervision, as the present able Secretary of Agriculture will exercise, will minimize the objections to the Act, there can be no assurance that future secretaries will also do so.

Again, if this exercise of power by Congress is acquiesced in, there can be no assurance that a future congress will not add to the Act other more drastic and hurtful provisions.

I therefore recommend that the Board of Trade institute a suit for the purpose of having the Supreme Court pass upon the validity of this later Act.

If I did not regard the Act as invalid, I should still advise this course; for the decision of the Supreme Court upon the former Act has undoubtedly created in the minds of many grave doubts as to validity of this new Act; and if the Act is valid, it would doubtless conduce to a better compliance with it by the many members of your Exchange and their customers, if these doubts should be set at rest by the authoritative decision of our highest court.

Trusting this fully answers your inquiry, I am

Very truly yours,

HENRY S. ROBBINS.

Board of Trade to Start Suit Against Bolshevistic Law.

Before Nov. 1, the date set for the operation of Senator Capper's bill to wreck the grain exchanges by nullifying their commission rule, the Chicago Board of Trade will file a bill in the United States District Court for the Northern District of Illinois at Chicago, to restrain the enforcement of its provisions.

Henry S. Robbins, attorney for the Board of Trade, who obtained the decision of the United States Supreme Court holding the former Capper bill unconstitutional, is of the opinion the new bill also is a violation of the constitution and will file the suit.

At Kansas City, Mo., Hagerman & Jost, attorneys for the Kansas City Board of Trade, will make application to the U. S. District Court for the Western District of Missouri for a stay of the operation of the Capper law.

Coming Conventions.

Dec. 5, 6, and 7. The South Dakota Farmers Grain Dealers Ass'n, Watertown, S. D.

Nov. 21-24. Nebraska Farmers Co-op. Grain & Livestock Ass'n at Omaha, Neb.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Will Ship in Corn and Oats.

Grain Dealers Journal: We will have to ship in a few cars of corn, hay and oats, before another crop is made. Just how many cars we will have to ship in we are unable to give a fair estimate at this writing owing to the fact that in some local communities they have some corn. We think the large percentage of the farmers will have enough roughness to tide them thru, unless we have a very severe winter this year.

In our opinion, next spring we will have to ship in corn and oats to make a crop on, altho we will be shipping in some corn all the time, for some of the feeders, who are holding off to see if the price of corn will not come down some when the new crop begins to move. —Yours very, C. H. Black Grain Co., by C. H. Black, Clayton, N. Mex.

Mr. Barnes Not in Favor of a "Judge Landis of the Grain Trade."

Grain Dealers Journal: It is awfully hard to run down a misstatement, and the press reports that I had approved the idea of a Judge Landis of the grain trade got started, and will never, I believe, be overtaken.

I don't believe in anything of the kind. My testimony before the Federal Trade Commission was that, if anybody was to prescribe rules for the grain trade, it ought to be, primarily, men in the trade and familiar with the business, and that I had every confidence the governing board of this exchange would disassociate themselves from any private interest and act for the best good of the entire trade. There was nothing in the testimony that warranted the press statement, and the nearest I came to discussing Judge Landis there at all was in offering to take the baseball ticket of one of the Commissioners in lieu of witness fees.—Julius H. Barnes, New York, N. Y.

Farming Methods Vary.

Grain Dealers Journal: During my automobile trips thru 28 states of the Union I saw various methods of farming, ranging from the primitive to the most advanced.

In Maryland the fields of corn were cultivated by negroes with hoes, but the fields were not of large area.

The broad fields of Iowa were cultivated with all the latest methods, the drivers of the teams riding on the cultivator with a sun shade above their heads.

Two men in New Mexico were cutting and shocking an oat field by hand. They would break off the stem with their right hands and hold the gatherings in their left until such a quantity was gathered so they could carry it to the shock.

A large machine, known as a header and thresher combined is used on the 600 to 2,000 acre fields in Nebraska. This machine cuts the wheat, threshes it and empties it into wagons in one operation. The fields in this state are allowed to stand until the grain is very ripe before threshing. The overripe grain falls to the ground and more follows during the threshing period and this is left for fall seeding when the ground is not plowed, but disked. It is very seldom that there is any additional wheat added to make a full seeding, because the shattered wheat from the summer's

harvest is about all that is needed for the autumn seed bed.—E. D. Bartling, Bartling Grain Co., Nebraska City, Neb.

Keep the Cars Moving.

Grain Dealers Journal: The President's letter to Sec'y of Agriculture Wallace published Oct. 18 prompted us to send the following telegram:

"Your plea for the farmer strikes a responsive chord in the West, but for 60 days he has been handicapped in his efforts to market reserves and surplus of grain on the farms, and for 30 days more farmers and dealers in the West are clamoring for box cars and the measure of relief accorded by the Western roads is negligible. No better help could be accorded to the Western producer of grain at this time than to provide from the large percentage of surplus cars on Eastern roads an equitable distribution of that equipment to the Western lines so that the farmer can be put in a position to take advantage of the good prices that are now current for grain. It is not a question of price with him now, but of cars to ship the property to the terminals."

With very rare exceptions prices for grain in the middle West are satisfactory to the producers. For weeks the paramount influence in the country and distributing markets has been the inability to move accumulations in country elevators and to give facilities to the farmers for the marketing from their reserves and surplus. We repeat, at this time no greater help could be given the farmer and Western grain interests, than to employ every available agency to make box cars available to the Western roads for distribution to the numerous grain stations. Then the farmer will be able to "cash in" and make another long stride toward that promised goal—PROSPERITY.—The Pope & Eckhardt Co.

Discrimination in Box Car Distribution.

Grain Dealers Journal: The ruling on car distribution known as Circular C. S. 74 is gradually forcing me out of business. Under this ruling cars are distributed, during periods of car shortage, according to the amount of grain each elevator has on hand Saturday night.

If I have 10,000 bus. ready for shipment and my competitor has 100,000 bus., he receives 10 cars to my 1, or if I can afford to carry but 1,000 bus. and he has 100,000 bus. on hand, he gets 100 cars to my 1. Under this plan, the large mills and elevators have full control of the grain business at whatever station they are located, because even if the small dealer keeps his house full to the roof, his competitor receives at least 7 cars to his 1 at a time when cars are precious.

Large mills and elevators are arranging to carry a surplus amount of grain on hand, ranging from 100,000 to 300,000 bus., so they will be sure to receive practically all the cars sent to their stations. In other words, it is a race to see who has the most money, as the average small dealer cannot afford to carry any great amount of grain at present prices.

The rule allows stored grain to be counted as grain on hand, even the holders of the warehouse receipts may have no intention of selling it. By this method, the large house can hold a large amount of grain at no risk to themselves and still receive cars for the stored grain.

It is when the grain is moving freely that the car shortage occurs, and my competitor receives 7 cars to my 1. When cars are plentiful, practically all the grain has been sold, and if the large mill or elevator so desires, it can pay higher prices than I can for the remaining amount and thus hog the entire business, keeping the small dealer from making any profits.

In the last eight months I have shipped out 17 cars. My competitor has shipped out about 110. He has not stopped buying grain all season as the railroad company has furnished him cars. If he doubles his capacity, as I understand he is planning, he will obtain full control of the grain business at this station be-

cause he will then receive 14 cars to my 1 and at the rate I got cars this year, it will give him 220 cars to my 8.

Something must be done soon to overcome the advantage this unfair ruling gives to mills and elevators of large capacity at small stations. With the money back of the large line companies, it will be but a question of time when they increase their capacity at each station to such an extent that the ratio of cars, if the ruling is kept in effect, will be from 5 to 1 up to 25 to 1.

I believe it is the duty of every Kansas grain dealer who operates a small house to start agitation on this question with a view to having the matter taken up in the Industrial Court for relief, and if it fails to find relief there, the matter should be presented to the Interstate Commerce Commission.

How many are with me?—C. L. Sunflower.

Country Elevators Are Full of Grain.

Grain Dealers Journal: This is offset, however, by the low visible supplies, small terminal stocks and also low wheat and flour stocks in mills. This condition not only exists in this country but also abroad. Corn industries also have small supplies of corn and products. This is evidenced by the continued good domestic demand. While we are apt to have reactions from the present advance, it begins to look as if the days of big bear drives are over, that the destructive days are past and the constructive days are here to stay.

With the strikes over, the general business situation has shown considerable improvement. One of the largest wholesale hardware firms in the country located in St. Louis reported a short time ago that one day's sales recently was the largest in the history of its organization. This and other reports issued by large business houses are "Signs of the times" that a business revival this winter is probable with a mild business boom indicated next year.

DO YOU REMEMBER LAST YEAR when corn was selling in the middle West at 25c, oats 20c, wheat 85c? Basis present prices, the farmer will get over 50c for his new corn; his oats are worth more than 35c and wheat over a dollar. This surely indicates prosperity.

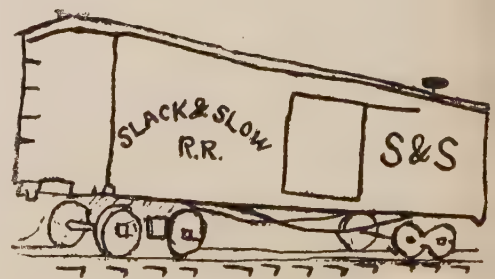
Should cars become more plentiful and receipts increase, it would not necessarily be bearish, as shipping business at the present time would be much larger if cars could only be obtained.—Marshall Hall Grain Co., Saint Louis.

Specializing in Parcel Post Shipments of Grain.

Grain Dealers Journal: A box car is an enclosed vehicle used by railroads for the transportation for various commodities, including grain.

To old heads of the present generation box cars were quite common, but to "Cake-eaters" and "Flappers" they are a curiosity and there is a movement on foot to try to secure out of the remaining few in captivity a specimen to be placed in the park or a public place in each county seat as an interesting relic.

If you happen to get possession of a box car, please be good enough to notify the undersigned and we will give you instructions as to what to do with it.



Box Car a Curiosity.

In the meantime if you have any grain for sale for delivery in boxes, barrels or sacks, please bear in mind that the Service Grain Co. is in the market. We are making a specialty of Parcel Post shipments of wheat and recommend this method of transportation to our friends as the quickest, safest and most reliable under present conditions.—Service Grain Co.

Three Methods of Extracting Oil From Soy Beans.

Grain Dealers Journal: Due to the large crop of soy beans being raised in the corn belt, considerable interest is being taken in the crushing of these beans for oil, as has been done in the Orient for some time. In reality, they should not be called soy bean oil mills, but rather soy bean oil meal mills, as the oil is worth only about half as much as the meal. A ton of soy beans will yield somewhere between 200 and 250 pounds of oil and about 1700 pounds of meal, there being some loss in moisture.

The oil is simply filtered and sold primarily to one of two large users, soap makers and paint manufacturers, as soy bean oil is replacing linseed oil to a certain extent in many ready mixed paints.

The meal, which has a protein content ranging from 40 to 48 per cent is a very good feed, ranking with linseed meal for cattle, and experiments are showing that unit for unit of protein it is about equal to tankage for hogs and that it can be used for chickens if it is supplemented with a bone meal.

Three general methods of extracting soy bean oil are used: The hydraulic method, which has been used a good deal in the past by both cottonseed oil manufacturers and linseed oil people. The second method is the Anderson expeller, which the corn germ people use a great deal, and the third is the solvent process, which I understand is being used to some extent. The Chicago Heights Oil Mfg. Co. of Chicago Heights, Ill., has used both the Anderson expeller and the hydraulic system. The Peru Products Co. of Peru, Ind., is using the solvent system.—Very truly, W. A. Ostrander, Associate in Soils and Crops Ext., Purdue University, Lafayette, Ind.

Considered Proposed Tariffs on Loss and Damage.

At the meeting called by Henry L. Goemann, chairman of the Transportation Com'te of the Grain Dealers National Ass'n at Chicago Oct. 16 to consider the proposed tariffs whereby the carriers hope to eliminate many claims for grain lost or damaged in transit considerable progress was made.

H. A. Feltus of Minneapolis, Minn., H. C. Wilson of Sioux City, Ia., J. L. Bowlus of Milwaukee, Wis., and G. Stewart Henderson of Baltimore, Md., offered valuable suggestions on the policy to be followed in dealing with the carriers in order to preserve the rights of shippers.

An Extra Harvest.

As the oats on her hat nodded and trembled, they persistently tickled the ear of the man seated next to her. He stood it for some time; then he took a huge pocketknife out of his pocket and began to sharpen it on the sole of his shoe.

"What are you going to d-d-do?" cried the girl.

"O, don't you worry, miss," said the man, testing the edge of the blade on his thumb, "but the next time them oats get in my ear there is going to be a harvest."

TEN minutes is all that is necessary of a farmer's time to raise a bushel of wheat, statisticians estimate. whereas in 1850 it required three hours and three minutes.

New Floating Elevator at Albany, New York.

For the first time in forty years a floating elevator is in operation at Albany, N. Y. It was brot there recently to speed up the movement of grain along the Hudson River and Barge Canal.

The large influx of grain has made it necessary to move the grain faster and the floating elevator is a step toward the solution of the problem, for it can handle 8,000 bus. per hour.

During the first four hours of its operation it actually handled 5,000 tons of grain, trans-

ferring it from small canal barges to larger river carriers.

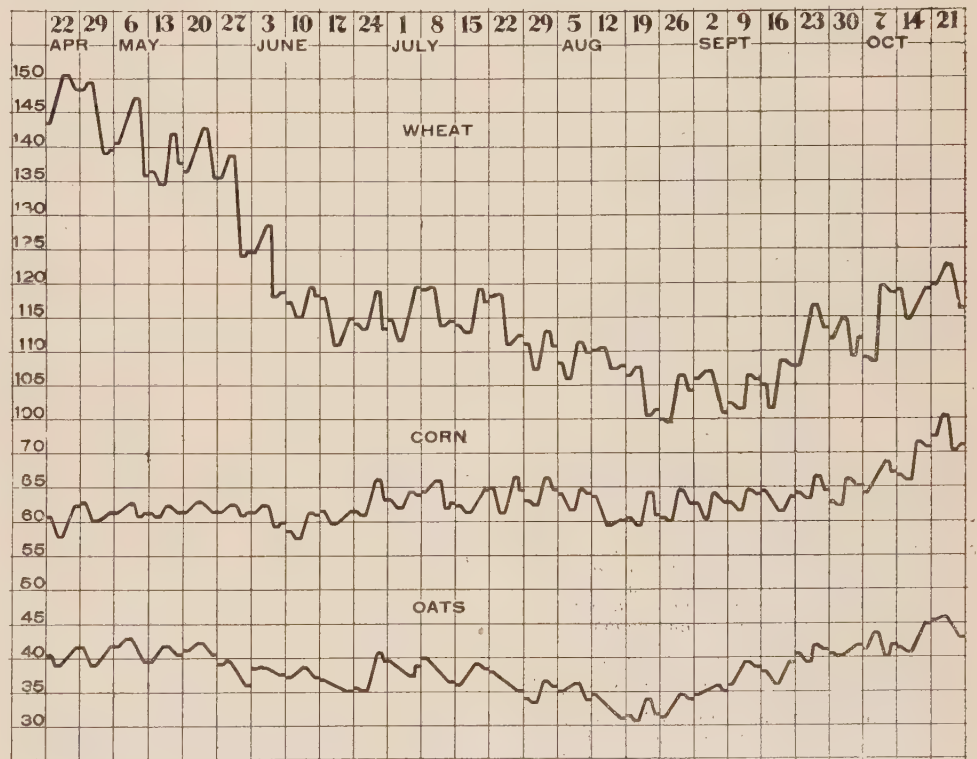
Under the new system the loaded canal barges are brot loaded to the Albany terminal and are hauled back empty the same day. The river carriers are three times larger than the canal barges from which they are loaded.

NATIONAL Industrial Traffic League will meet Nov. 13 to 16 at New York in the Commodore Hotel.

ROYAL CENTRE, IND.—The Farmers Elevator Co. has installed a radio receiving set to receive markets as broadcasted.

Cash Wheat, Corn and Oats Fluctuations from April 15 to Oct. 21.

Opening, high, low and closing average prices of No. 2 red winter wheat, No. 2 mixed corn and No. 2 white oats at Chicago each week are given on the chart herewith. The daily average is used in charting; actual prices were made each week a few cents above or below the extreme charted.



Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for December delivery at the following markets for the past two weeks have been as follows:

DECEMBER WHEAT.													
	Oct. 10.	Oct. 11.	Oct. 12.	Oct. 13.	Oct. 14.	Oct. 15.	Oct. 16.	Oct. 17.	Oct. 18.	Oct. 19.	Oct. 20.	Oct. 21.	Oct. 22.
Chicago	107 1/2	108 1/2	*	109 1/2	112	112 1/2	115 1/2	113 1/2	113	112 1/2	110 1/2	111 1/2	109 1/2
Toledo	119 1/2	120 1/2	*	120 1/2	123 1/2	125	127 1/2	125	123 1/2	123	122	122	120 1/2
Kansas City	101	101 1/2	*	103	105 1/2	105 1/2	109	107 1/2	106 1/2	106	104 1/2	104 1/2	103 1/2
St. Louis	107	107 1/2	*	110	111 1/2	111 1/2	115 1/2	113 1/2	113 1/2	112 1/2	110 1/2	111 1/2	109 1/2
Minneapolis	107 1/2	108 1/2	108 1/2	108 1/2	109	108 1/2	109 1/2	109	108 1/2	108 1/2	107 1/2	107 1/2	107 1/2
Duluth (durum)	85 1/2	86 1/2	*	88 1/2	89 1/2	89 1/2	91 1/2	90	88 1/2	88 1/2	87 1/2	87 1/2	86 1/2
Winnipeg	96	96 1/2	97 1/2	96 1/2	97 1/2	97 1/2	98 1/2	96 1/2	96 1/2	97	97	97	97 1/2
Milwaukee	107 1/2	108 1/2	*	109 1/2	112	112 1/2	115 1/2	113 1/2	113	112 1/2	110 1/2	111 1/2	109 1/2
DECEMBER CORN.													
	Oct. 10.	Oct. 11.	Oct. 12.	Oct. 13.	Oct. 14.	Oct. 15.	Oct. 16.	Oct. 17.	Oct. 18.	Oct. 19.	Oct. 20.	Oct. 21.	Oct. 22.
Chicago	62 1/2	62 1/2	*	64 1/2	65 1/2	66	68 1/2	67 1/2	67 1/2	68	65 1/2	66 1/2	65 1/2
Kansas City	58 1/2	59 1/2	*	60 1/2	62 1/2	62 1/2	65 1/2	64 1/2	64 1/2	64 1/2	62 1/2	63 1/2	62 1/2
St. Louis	62 1/2	63	*	64 1/2	66 1/2	67	69 1/2	68 1/2	68 1/2	68 1/2	66 1/2	66 1/2	65 1/2
Milwaukee	62 1/2	62 1/2	*	64 1/2	65 1/2	66	68 1/2	67 1/2	67 1/2	67 1/2	66	66 1/2	65 1/2
DECEMBER OATS.													
	Oct. 10.	Oct. 11.	Oct. 12.	Oct. 13.	Oct. 14.	Oct. 15.	Oct. 16.	Oct. 17.	Oct. 18.	Oct. 19.	Oct. 20.	Oct. 21.	Oct. 22.
Chicago	39	39 1/2	*	40 1/2	42 1/2	41 1/2	43 1/2	41 1/2	41 1/2	41 1/2	41 1/2	40 1/2	40 1/2
Kansas City	40 1/2	39 1/2	*	40 1/2	42 1/2	41 1/2	43 1/2	41 1/2	41 1/2	41 1/2	40 1/2	40 1/2	40 1/2
St. Louis	40 1/2	40 1/2	*	41	44	44 1/2	44 1/2	44	43	43 1/2	43	43	42
Minneapolis	32 1/2	33	33 1/2	33 1/2	34 1/2	33 1/2	35	34	33 1/2	34 1/2	33 1/2	33 1/2	33 1/2
Winnipeg	38 1/2	38 1/2	39 1/2	39 1/2	40 1/2	39 1/2	39 1/2	38 1/2	38 1/2	39 1/2	39	38 1/2	39 1/2
Milwaukee	39	39 1/2	*	40 1/2	42 1/2	41 1/2	43	41 1/2	41 1/2	41 1/2	40 1/2	41 1/2	40 1/2
DECEMBER RYE.													
	Oct. 10.	Oct. 11.	Oct. 12.	Oct. 13.	Oct. 14.	Oct. 15.	Oct. 16.	Oct. 17.	Oct. 18.	Oct. 19.	Oct. 20.	Oct. 21.	Oct. 22.
Chicago	71 1/2	74	*	75 1/2	78 1/2	78 1/2	81 1/2	80 1/2	79 1/2	79	77 1/2	78	77 1/2
Minneapolis	65	66 1/2	67 1/2	68 1/2	70	69 1/2	72 1/2	70 1/2	69 1/2	68 1/2	67 1/2	68 1/2	68 1/2
Duluth	65 1/2	67 1/2	67 1/2	69 1/2	70 1/2	70 1/2	72	71 1/2	70 1/2	69 1/2	68 1/2	70 1/2	70 1/2
Winnipeg	65 1/2	66 1/2	67 1/2	67 1/2	70 1/2	70 1/2	72 1/2	71 1/2	70 1/2	70 1/2	69	69 1/2	69 1/2
DECEMBER BARLEY.													
	Oct. 10.	Oct. 11.	Oct. 12.	Oct. 13.	Oct. 14.	Oct. 15.	Oct. 16.	Oct. 17.	Oct. 18.	Oct. 19.	Oct. 20.	Oct. 21.	Oct. 22.
Chicago	63	63	63 1/2	64	65	65	66	66 1/2	66 1/2	66 1/2	66 1/2	66	65 1/2
Minneapolis	51 1/2	52 1/2	53 1/2	54 1/2	54 1/2	54	54 1/2	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2	51 1/2
Winnipeg	51 1/2	51 1/2	52	52	52 1/2	52 1/2	52 1/2	52 1/2	51 1/2	51 1/2	51 1/2	51 1/2	52

*No session.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

COLORADO.

Fort Collins, Colo., Oct. 16.—This section of Colorado has suffered a severe drought the past summer and fall and the indications are that there will be no winter wheat. The only wheat will be that which is planted in the spring. It will require a great deal of rain and snow to fill the water reservoirs, which are used for irrigation, and unless this happens, there will be a crop shortage next year.—F. P. Willett, ass't mgr. The Fort Collins Flour Mills.

ILLINOIS.

Strawn, Ill., Oct. 5.—About 100% increase in fall wheat acreage. Farmers estimate that corn will yield about 10 bus. less per acre than a year ago, with quality good.—Harry Tjardes.

Springfield, Ill., Oct. 18.—Temperature averaged slightly below normal; light to heavy frosts occurred over most sections, but little damage resulted. Rains falling over the eastern portion of the state at the beginning of the week and light precipitation occurring over the south and east on Sunday or Monday were beneficial for germination of seed and for pastures. Corn has practically all matured; husking is in full swing in the north and has begun in the south. Wheat seeding continues in the south; in the north it is nearing completion; germination has been somewhat spotted, but early sown seed is generally showing a fair start. More rain is needed, especially in the northwest.—W. F. Feldwisch, Meteorologist.

Springfield, Ill., Oct. 21.—Fair and cooler weather prevailed over the state for the past week with light to heavy frosts reported over most sections. Some rain in the east portion of the state late in the week. More rain is needed, especially in the lower half of the state, for fall grass. Farm work progressed quite favorably the past week with little interruption. Husking is now quite general, tho it is yet too early to predict yields. Some returns show yields less than earlier indications. There was an increase in the amount of corn marketed over last week, where its movement was not affected by the car situation. Reports from over the state show little improvement in the transportation situation. More favorable weather has improved the condition of fall sown grains. Many localities have completed the sowing of fall wheat and rye, and it is well advanced quite generally. What was seeded early is doing fairly well, but more rain would be beneficial. Fall plowing is now progressing more favorably, so the acreage will probably be nearly normal. Reports covering yields of clover seed are quite variable, but most of them are only fair with some sections reporting yields rather poor.—A. J. Surratt, Agricultural Statistician.

IOWA.

Thompson, Ia., Oct. 10.—The corn crop, like the oats crop, is good on low land and not so good on high land. The yield is from 30 to 60 bus. per acre.—Chas. W. Shuttleworth.

MARYLAND.

Washington, D. C., Oct. 19.—Corn cutting has been continually in progress and is reported to be nearly or quite finished over a wide area. Husking has begun in many states. Cribbing has started and promises to be quite general due to low prices and a marked car shortage existing in many sections. Yields are variable with bottom land fields making the best yields generally in the corn belt. The crop is practically out of danger of frost damage in all states. The condition of the ground for plowing and the seeding of fall grains has improved in nearly all sections due to recent rains. Seeding has made considerable progress, although still delayed by dry conditions in numerous localities. Where the fall crops are above ground there has been considerable improvement of late, but shortage of moisture has prevented germination in western areas of Missouri, Nebraska and Kansas. A large increase in the winter wheat acreage is expected in Texas. The broom corn harvest is practically over in Oklahoma and an increased acreage for next

year is expected in Texas. Grain sorghums in Missouri and Kansas have fully matured with a heavy yield of forage. Harvest of this crop is beginning in Oklahoma with a fair yield.—U. S. Dept. of Agriculture.

MICHIGAN.

Lansing, Mich., Oct. 15.—Many crops showed some improvement during September, and all except oats, sugar beets and alfalfa seed are better than the ten-year average in actual or prospective yields. Heavy rains during the first half of September caused extensive damage to beans. All crops have matured well and there was little frost damage except in portions of the Upper Peninsula and northern counties of the Lower Peninsula. The buckwheat crop was shortened by the blasting of the top blooms in many fields and by some local frost damage in northern and central counties. Correspondents report a condition of 78 per cent which presages a crop of 639,000 bus.—Verne H. Church, Agricultural Statistician.

MISSOURI.

Sturgeon, Mo., Oct. 17.—Oats was a failure here and will be short. Wheat is running about 48 to 54 lbs. to the bus. and tests poorly.—C. W. Glynn.

Jefferson City, Mo., Oct. 10.—September rain helped some late corn, but was not early enough to overcome the drought of August and early September. Chinch bugs reduced corn yields over a large area. Hot weather without moisture killed the stalk and prematurely matured grain in many sections. The northern third has a good crop generally, and a few counties are exceptionally fine, although Atchison County was badly damaged by dry weather. Light frosts are helping to dry out corn on stalk, without serious damage; 82% of the corn acreage is fully matured. The late fields will take an average of a week yet to mature. The quality will be lowered on account of much chaffy corn infested with chinch bugs and many rotten ears are found resulting from ear worms and September rains. The grain is hard enough for feeding, and cribbing can begin earlier than usual. Wheat seeding is well towards a finish in northern counties, and well under way in central section along the river, but has been held back in south by dry weather. Recent rains have put the soil in condition to complete seeding. Wheat sown has come up quickly to a fine stand. The top soil has been somewhat too dry, but in most sections with sufficient moisture below. Opinion regarding acreage for 1923 crop is greatly divided on account of millions of chinch bugs, farmers being apprehensive as to coming year unless extreme community measures are taken to destroy this menace so much more prevalent than last fall. Plowing for wheat is 37% completed during August, 42% in September, 21% remaining to be done after October first. Wheat seeding was 29% completed in September, and 71% remaining to be seeded after October first, due to dry weather, presence of chinch bugs, and the desire to seed after the fly-free date.—Federal and State Crop Reporting Service.

OKLAHOMA.

Oklahoma City, Okla.—The condition of grain sorghums is the lowest since 1918 when it was 41% of normal. There has been little change in condition since Sept. 1 and the forecast indicates a production of 17,809,000 bus.—C. H. Robinson and W. B. Hamlin, statisticians.

TEXAS.

Sherman, Tex., Oct. 9.—Very little winter grain has been planted on account of dry weather, but still have plenty of time to plant a normal acreage.—Kimbell Mlg. Co.

I. C. C. Denies Illinois Central Rate Cut.

The Interstate Commerce Commission did not grant the Illinois Central Ry. permission to put into effect a reduced rate of 15½ cents per 100 pounds on wheat from Chicago to New Orleans when for export, the wheat to originate at Lake Superior ports.

J. A. Kuhn, traffic manager of the Omaha Grain Exchange, appeared before the commission at the hearing Oct. 16, and presented a strong case against the granting of the rates. He explained the effect it would have on the price of grain, the exportation of grain, and the car supply and strongly urged that the rate be not granted.

The commission refused to allow the reduction.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Strawn, Ill., Oct. 5.—About 10% of old corn is back on farms, with no means of moving it, due to car scarcity.—Harry Tjardes.

Peoria, Ill., Oct. 16.—This market received its first car of new corn today. It graded No. 3 yellow and tested 17.4 per cent moisture.

Chicago, Ill., Oct. 21.—The first new corn from Iowa was received here today. It graded No. 4 yellow, tested 19.20 per cent and sold at 66½ cents per bu.

Chicago, Ill., Oct. 19.—The first car of new corn arrived at this market today. It graded No. 2 yellow, 15-40% moisture, 3¼% damage and weighed 53 lbs. per bu. It was sold for 73¼ cents per bu. by the Pope & Eckhardt Co.

Lansing, Mich., Oct. 15.—Approximately 35% of the wheat crop had left the farms of Michigan before Oct. 1.—Verne H. Church, agricultural statistician.

Jefferson City, Mo., Oct. 10.—Marketings of 1922 wheat indicate that 63% of the crop has moved from the farm, against 69% last October.—Federal Crop Reporting Service.

Medina, N. D., Oct. 20.—Elevators here are still blocked for lack of cars. Only cars we get are those unloaded here with merchandise and coal.—P. M. Ingold.

Philadelphia, Pa.—Receipts of grain at this market during September, compared with September, 1921, were as follows: Wheat, 3,325,924 bus., 3,509,665 bus., 1921; corn, 310,549 bus., 295,105 bus., 1921; oats, 389,173 bus., 251,044 bus., 1921; rye, 1,270,336 bus., 59,238 bus., 1921; barley, 1,241 bus., 18,323 bus., 1921. Exports for the same periods were: wheat, 2,091,929 bus., 1,636,520 bus., 1921; corn, 229,380 bus., 318,026 bus., 1921; oats, 149,342 bus.; rye, 1,185,878 bus., 18,516 bus., 1921.

Sherman, Tex., Oct. 9.—All oats and wheat have been sold off the farms and corn is moving at this time.—Kimbell Mlg. Co.

The Disappearance of Corn.

St. Louis, Mo., Oct. 24.—We have just been reading over some weather reports from sections which have had the driest weather in fifty years during the past five months. While this dry weather has not existed all over the grain producing states, it covers a good many localities where feeding operations are conducted on a large scale. Some of these same sections which have had a surplus of corn and oats to ship out during the past few years are now forced to ship in grain for feeding purposes.

While the disappearance of corn on last year's crop was immense, we believe this year's disappearance will even be larger, as the present pig crop exceeds last year and the present good prices of hogs and cattle give evidence that the corn crop will continue to walk off the farm.

The Department of Agriculture has just issued a report showing that ONLY 64 per cent of corn planted actually survives and is harvested. This covers thirteen years average figures.

The recent rains have revived pastures to a certain extent but they have been nipped by the early frosts. This means that Fall feeding of corn and feedstuffs will start earlier than usual this year.

The advance in values has been the most constructive thing which has taken place in the grain trade for months. It has not only pulled the farmer out of the slough of despondency, but has put him on a basis where he not only sees a ray of hope, but looks forward to the future in a more optimistic attitude and what is good for the farmer is good for everyone.—Marshall Hall Grain Co.

A NEW METHOD of stacking bundles of grain or flax has been developed by Samuel Martin, an Irish farmer. With the use of the new method grain can be put up even if damp and insures perfect ventilation and rain runs off the thatch.

Ohio Dealers Discuss New Corn

Grain dealers—terminal market representatives, independent elevator operators and co-operative elevator operators—from all sections of Ohio gathered in Lima, Tuesday, October 24, for the annual fall meeting of the Ohio Grain Dealers Ass'n.

The meeting was called to order at ten a. m. in the club rooms of the Lima Chamber of Commerce by Pres. E. T. Custenborder of Sidney.

After extending a hearty welcome to those present Pres. Custenborder announced the members of the different committees appointed after the last meeting. He read his address from which we take the following:

President's Address.

Fellow Grain Dealers: We have gathered here today to consider a few of our more important problems.

The problems of grain merchants regardless of the name or style of their particular company do not materially differ. Our operating expenses are similar. Our object the same to please our patrons and satisfy our stockholders, which is not always an easy task.

To buy at a price that is satisfactory to our patrons, and to sell at a price that will leave a margin sufficient to enable us to earn a dividend for our stockholders is one of our more important problems.

The cost of handling grain is the first and probably the greatest single factor in the solution of this problem. How many of us really know what it costs us to handle each of the various grains? In the absence of knowledge of approximate handling costs we have no standard on which to base our buying price.

The foremost idea in the minds of many of us seems to be "to get the business." The result of our efforts apparently does not occur to us. An individual or a company who properly conducts the business of merchandising grain renders a valuable service and is entitled to reasonable compensation for the service.

If our patrons were more familiar with handling costs and hazards of merchandising grain and supplies they would appreciate rather than complain of the service we render them.

Offering more for grain located nearer to the elevator of our competitor than we are regularly paying for grain near our own elevator is unethical unfair to our patrons, to our competitors and to ourselves. We have no moral right to be unfair to others much less to ourselves.

Buying and paying for grain with but little regard as to the quality and condition is a problem that not only concerns merchants but producers and consumers as well.

The Commercial Farm Bureau and Scoop Shovelers are a pair whose activities and service should receive the attention of producers, merchants and consumers. The result will be to their mutual benefit and interest.

Engaging grain in fields and cribs for distant future delivery, gambling with the elements, we lose when we win. An element of speculation is involved with which but few are able to cope.

Here a lively discussion was started on the margin on which grain should be handled, and the condition of the new corn crop.

H. G. Pollock, Middlepoint: We have a matured crop of corn. We have very little speckled or blue corn in our county—Van Wert. I think we have the best crop of corn we have had for many years. The big problem confronting us now is the profitable marketing of this crop. I believe the dealers have started it at the wrong end of the deal. They are paying 75 and 80 cents for new corn which is high in moisture content, and is discounted as much as 10c. I am glad the price is high for the sake of the farmer. The corn in crib now cannot be expected to sell at a profit. The car situation is so bad that not enough corn is going into the terminal markets to supply the current demand. The farmers are tickled because they are getting such good prices.

However, charity begins at home and we should see that we dealers get something out of it. It costs more to handle new corn than old, the risk being greater. The Kansas Dept. of Agriculture has figured that it costs 67/10c to handle a bushel of grain. How in the world

can the average grain man make money when he operates on a margin of 3, 4 or even 5 cents.

Ed. Odenweller, Ottoville: They are just starting to husk in our territory. I understand it is a good crop.

G. R. Risser, Vaughnsville: The corn crop is fully matured in our vicinity. Some farmers are talking of selling early. Many are feeding it, claiming they can get more for it this way. The sooner we get together and figure some way to make money the better off we will be. Some dealers in our territory are offering 65c per bushel for shelled corn.

Fred Mayer, Toledo: Our market received its first car of new corn Monday. It graded 4 yellow, came from Illinois and sold for 72c at rate point.

I. W. McConnell, Buffalo: Buffalo received two cars of new corn Monday. It graded 6 and sold for 74½c. It came from West Central Indiana. There is no demand for new corn in Buffalo.

O. P. Hall, Greenville: We paid 70c per cwt. for two cars of new corn last week.

B. R. Hoaglin, Scott City: We have been buying corn for over two weeks, shelling and getting it dried as quickly as possible, paying 75c per cwt. for it. The average moisture content is between 21½% to 26%.

Chas. T. Pierce, Middlepoint: We are paying 70c for corn, 75c is too much.

Mr. Hoaglin: I do what the other fellow forces me to do.

D. J. Lloyd, mgr. Farmers Elvtr. Co., Waterville: If I can't buy grain at a price that gives me a profit I let it alone. We get more competition from the co-operative elevators than we do from the independents. We want to make as much money as possible, so does the other fellow. We must get together. A man may have an excuse for paying 80c for corn, but he should have a reason. I don't see how he can pay it; we can't. We have a well equipped elevator and our overhead is light.

A. T. Ward, Fostoria: How many pounds of ear corn does it take to make a bushel of shelled corn?

Mr. Hoaglin: I figure our corn costs us 52½ to 54 cents. It is grading from 5 to sample and we are getting 60½ to 62½ cents for it. I think we ought to have from 8 to 10 cents per bushel margin on new corn.

B. C. Bennett, McComb: How does Mr. Hoaglin know his corn is costing 52½ to 54 cents?

Mr. Hoaglin: I shelled 8,000 bushels of corn and have found it takes 70 pounds of ear corn to make 56 of shelled. This is how I base the price we get.

Mr. Pollock: That's the corn from Van Wert county I have been telling you about.

C. J. Pfau, Bolivar: In our section we raise a great deal of corn. When we have a short crop we ship it in. I have been in business a long time, and have had all kinds of propositions to contend with. If my competitors want the corn worse than I do they can have it. I will not pay more for it than it is worth. Many firms have gone out of business since I started. We have mills all around us, and they are the worst competitors we have. They want us to do business for nothing. Regardless of all this I have been able to stand up and keep going. I have a market every day for the farmer, but he will take the higher prices paid by my competitors who take only an occasional load.

Kirby White, Harrod: After reading the reports of the state and national grain dealers conventions and seeing their pictures in the Grain Dealers Journal, I have come to know grain dealers in all sections of the country. I

would know them if I saw their hides in a tan yard. I have been in business long enough to find out that if you cannot do business at a profit it is better to get out of it. I want to conduct my business so when I am through, they can say it was a success.

S. L. Rice, Metamora: On our way here we saw some very good corn. I was much interested in the prices being paid. What new corn we have taken in does not amount to very much. At 75c a dealer would have to get very good corn.

O. E. Richardson, Celina: We expect to buy new corn in a week or ten days.

The President: I think grain men are the biggest chumps parading in business men's clothes. We haven't enough back bone. We should induce farmers to plant better seed, show them why it is better.

R. Raabe, Fort Jennings: Corn is not moving in our section as yet. We have been in business a long time and have made a little money and have lost a little. I think the co-operatives were justly right in starting up in territory where the independents were taking too much margin. [Where was this?—Ed.]

Mr. Pollock: What you are paying for grain is a mere side issue. What you can get is the most important. Hay is a dead issue, grain is getting to be. Unless you branch out you will be a dead issue. There are too many elevators, too many grain men. Go into any market and you will find this condition. Times are changing and we must change with the times. We must handle side lines. Towns which now have four or five elevators will have but one or two ten years hence. Self-preservation is the first law of business. You have got to take care of your business or you will lose it. If the man across the street pays more for corn than you can afford to pay let him have it. He won't last long.

Afternoon Session.

After the recess for luncheon the discussion on corn handling was resumed.

Chas. B. Krohn, Deshler: I have seen the time when we could make money handling grain at 2c a bushel. Volume regulates the margin. We should always play safe and figure on a margin of at least 5c.

Mr. Lloyd: If a small volume of grain is carried until you have enough to make a carload a larger margin is necessary.

C. W. Pontius, Lewisburg: We have a competitor who pays from 1 to 5 cents over every bid we make. We figure we must have a margin of 5c for safe handling.

Mr. Pierce: I don't see how this new corn can be handled on a margin of less than 8c, oats at 5 or 6 cents.

Mr. Lloyd: Co-operatives are operating on less money than they did a few years ago. They took over independent elevators in many sections and spent considerable money in changing them, and had five or six men employed around the elevator. Now when they take over an elevator they leave it alone and employ fewer men. For a long time the co-operative elevator manager thought his job was to sit in the office with his feet perched on the desk.

Mr. Lloyd read the statement prepared by the Kansas Dept. of Agriculture showing the comparative cost of handling grain through independent and co-operative elevators.

Sec'y McCord: This statement read by Mr. Lloyd is figured on wheat only. No side lines are included.

Mr. Lloyd: On side lines I make each one carry its own load.

Pres. Custenborder: At our elevator we handle about 115,000 bushels of grain, and it costs us a little less than 5½c per bushel to handle it. If you don't make at least 6c a bushel you will be no better off than when you started the first of the year.

Mr. Pfau: In the report read by Mr. Lloyd it was stated the manager's salary was \$1,500. I would like to know what kind of a manager can be had for this salary. When a 16 year old boy can get \$6 a day, what kind of a helper can be had for \$500? Is he a real helper

steadily employed or is he a man called in once in a while? I don't think men who work for salaries like this can know very much about the grain business.

When grain comes to my elevator I pay cash for it, when the farmers get feed 75% of it goes on the books. I have found that I can make more money by carrying the farmers along at 6% after thirty days than I can by buying their grain.

H. F. Bowsher, public accountant of Lima, made a short address on the margin the elevator operator should have to get a profit out of his business.

Mr. Tawney, Leisic: For the past twenty years I have heard margins discussed. The average house handling 100,000 bushels should have at least 5c a bushel for handling corn. I am a farmer and I do not approve of some of the things this farm bureau does. The grain business is dying of poison, and this poison is being administered by yourselves. You sympathize with the farmer and cut down your margin. The farmers laugh at you for carrying them the way you do. I charge them interest after thirty days.

J. B. Peters, Kemp: The farmer has been imposed upon by many organizations, but not by the grain trade. If you want a real good skinning, buck up against a bright farmer and you will get it. The farmer should know just what it costs to handle grain. We offer to buy grain from them at the price the market will afford. If they don't want that we tell them we will handle and ship it, they taking the chance with us. In this way they have learned a great deal. We are carrying many farmers on our books who have more money in the bank than we have, and yet they object to paying us interest for carrying them.

A. G. Boogher, Santa Fe: Regardless of how much you accommodate the farmer he will knife you. The more you get out of the farmer the better he likes you.

Mr. Lloyd: My principal reason for coming here was to get some information on handling coal. We are governed in the price by the Coal Commission. Cost at the mine, plus the freight and the margin of profit designated by the Coal Commission is the price the consumer pays. Can we afford to handle coal on this basis?

Mr. Pfau: You are foolish to buy Kentucky coal and pay high prices for it. Ohio has very good coal and the freight is lower. We are allowed to charge \$4.26, but we can't get it. The car situation is the great problem. The mines of the country are working only half time. There are 40% more miners than there is need for. Every car of coal is from one to two tons short when it reaches destination. There are still profiteers in the coal business. There is no scarcity of coal. The tracks are filled with cars loaded with coal. We will get cheaper coal in 60 days.

A lively discussion on the handling of coal followed, all present, who handle coal, taking part.

Pres. Custenborder read a letter from the Cleveland Grain and Hay Exchange inviting the association to hold its summer meeting in that city. This was put to a vote and the Cleveland invitation was accepted.

J. C. Johnstone of Cleveland made a few remarks on the new corn situation, after which the meeting was adjourned.

Convention Notes.

D. M. Cash of Mansfield was on hand. Cleveland was represented by J. C. Johnstone.

P. C. Sayles and Arthur H. Cratty represented Columbus.

O. P. Hall represented the Grubbs Grain Co. of Greenville.

J. A. A. Geidel and his son Norman were the only Pittsburgh representatives present.

Pencils were distributed by H. W. DeVore & Co. and the Columbus Grain & Hay Co.

C. O. Garver of the Grain Dealers Nat'l

[Continued on page 555.]

The North Dakota State Mill and Elevator

By H. G. LYKKEN

The building of the North Dakota State Mill and Elevator is the outgrowth of an agitation in that state since statehood, or for more than thirty years, for a state-owned terminal elevator. What was to be the first unit was located at Grand Forks. The Charles L. Pillsbury Co. was selected as engineers and the first contracts were let in the spring of 1920.

The general contract was let to the Fegles Construction Co. Work was commenced shortly thereafter. Financial difficulties developed, due to the inability of the state to dispose of its industrial bonds. Work was suspended in the fall of 1920, and little or no work was done during the following year.

A recall election against the Non-partisan League governor, attorney general and Commissioner of Agriculture, constituting the Industrial Commission directly in charge of the work, was instituted by the more conservative element in the state and carried. The incoming officials headed by the present governor, R. A. Nestos, had pledged themselves to finish the Grand Forks project and give it a fair trial. Work was started in the spring with expectation of completion in time for the 1922 crop.

The plant comprises a 3000 barrel per day flour mill, workhouse, storage bins and power plant. The plant is located on a joint service track of the Northern Pacific and Great Northern Railways, and has excellent yardage facilities.

3,000 Barrel Mill: The mill building is a reinforced concrete, metal sash and brick structure 42'x180', eight stories and basement. On either end of the mill is a one story and basement flour storage wing 42'x200'. The first or storage floor is, therefore, 42' wide x 580' long, having a loading platform along one side, and is served by two tracks on one side and one on the other.

The 23 Invincible flour and feed packers are located on the second floor of the mill and the packages are dropped thru the floor on to belts that distribute same in the storage below or to the cars direct.

The mill is electrically driven thruout and is divided into three units of 1000 barrels per day each. Every detail of the mill is up to the minute, both in design and construction. The mill was designed by J. H. Hammill, and equipped thruout by the Strong-Scott Mfg. Co. The equipment consists of G. W. roller mills and sifters, Strong-Scott reels and purifiers, 8 Carter Mayhew Disc Separators for removing cockle, wild peas, wild buckwheat, mustard, etc., and 14 Fairbanks Morse Bagging Scales.

Receiving Train Shed: The receiving train shed is 60'x120' of structural steel frame, brick walls and concrete slab roof. It fills the space between the mill building and the workhouse. The one mill loading track above referred to passes thru the shed.

Each of the two receiving tracks have three receiving pits. The pits are arranged in pairs, each being served by a receiving belt and lofting leg. The receiving pits form the scale hoppers resting on Fairbanks Morse heavy pattern scales, set on the basement floor. Directly above the pit or scale hopper and just below the grating is a shallow receiving hopper with grain tight gates, permitting uncoopering of the next car while the grain from the previous car is being drawn from the scale hopper below. The scales and scale hoppers have a capacity of 2500 bushels.

The gates on the receiving hoppers and scale hoppers of each pair of receiving pits are interlocked in such a manner that there is no danger of mixing contents of one car with grain of another. The weigh beams are located

on the receiving floor between the two lines of tracks. The grain is unloaded in the usual manner with power car shovels.

Workhouse: The workhouse is 62'x120' and 196' high above the foundation mat. It contains three receiving and four shipping legs of 18,000 bushels capacity each; two screenings legs of 10,000 bushels each and two transfer belts in the cupola. The first floor is used merely as a distributing floor. The house bins are 60' deep. The workhouse cupola above the house bins is six stories high as follows: Spouting or bin floor, transfer floor, cleaner floor, turnhead floor, garner floor, head floor. All floors are 62'x120' in area with ceiling height varying from 11' to 16'.

The seven large legs are arranged in a single row along the middle line of the house and discharge into a double row of 2500 bushel garners. Each one of the legs commands four garners so that any one of the fourteen garners can be reached by two legs. The garners have steel hopper bottoms equipped with turnheads to discharge at will to cleaning machinery, shipping scales, transfer belts, storage belts and Mayo Distributing Spouts to the house storage bins.

The house is especially designed for cleaning and mixing grain and provisions are made for installing a large amount of equipment for this purpose. The initial equipment consists of six No. 11 Monitor Receiving Separators, one No. 9 Monitor Screenings Separator, eight Carter-Mayhew Disc Separators are used for removing oats and barley from wheat, four Invincible 12' Needle Screen Gravity Separators, one No. 10 Invincible Oat Clipper, and one No. 8 Style A Monitor. Two all metal Humphreys Improved Belt Elevators with silent chain drives are installed in the elevator and two in the mill.

All the belt conveying equipment, including receiving belt conveyor, shipping belt conveyor, cupola transfer conveyor, cupola shipper conveyor, all belt rolls fitted with Alemite fittings, all Clark Power Shovels, three man hoists, three two-pulley, style "G," high frame trippers, interlocking device for garner slides, and buckets for all legs were supplied by the Weller Mfg. Co.

The house also contains one 1000 bushel Morris Grain Drier of the latest suction type with large capacity garners both above and below the drier.

Two 2500 bushel shipping scales and one scale for weighing grain to the mill.

A special feature of the house is the control of all turnheads and spouting of grain electrically, from a central switchboard located on the turnhead floor. By pushing a button, the operator turns the discharge of any leg into the desired garner and shifts the garner turnhead to the desired opening. Turnheads and gates are actuated by small motors, and the action is interlocking and positive. The leg motors are started and under control by the same operator, who, as a matter of fact, has control of the entire flow and spouting of grain at the top of the house without leaving his station.

The house is equipped with a complete dust collecting system, intercommunicating telephone signal system and pneumatic ticket conveyor system.

Shipping Train Shed: The shipping train shed is located between the workhouse and the storage bins and contains two shipping tracks. It is roofed with a concrete slab supported on structural steel framework.

Storage Tanks: The 32 reinforced concrete storage tanks are 30' in diameter x 100'

high arranged in four rows of eight each. The tanks have a combination of concrete and steel hopper bottoms, and are built up directly from the foundation mat.

Both the workhouse and the tanks are built on mats resting directly on a blue clay which extends for an indefinite distance in depth.

No piling was provided under the mat as tests of the ground seemed to indicate sufficient bearing capacity. It is planned, however, that should material settlement take place pinch piling will be resorted to. It was thought that this would be just as satisfactory as piling under the mat; besides, it is expected that no expensive piling will be required. The tanks are served by three receiving and four shipping belts.

Power Plant: The power plant building is 88x98', metal sash, brick and reinforced concrete construction. The plant equipment consists of four 400 h. p. boilers equipped with superheaters and underfeed stokers, and two 1250 Eva Allis turbo generators.

Coal is received thru a track hopper, crushed and elevated, into an overhead steel bunker from which it is distributed to the stokers thru a weigh lorry.

The power plant is complete in every detail and unquestionably the finest plant in the state. Provision is made in the engine room for the installation of a third unit when required.

Service Building: In connection with the plant is a combination shop and garage 32'x80', and a combination service and office building. The first floor of this building is to serve as locker and shower rooms for the men, also having a first aid room. The second and third floors of the building are to be used for offices and laboratory in connection with the mill. Both of these buildings, like the rest of the plant, are of fireproof construction.

Trackage: Seven lines of tracks extend thru the plant so as to give approximately 30 car lengths each side of the plant. There are three tracks serving the mill, two the receiving grain tracks in connection with the elevator and two for the shipping tracks. There is in addition a coal track serving the power plant. All tracks are installed with a slight grade to facilitate the handling of the cars.

Operation: The elevator will be operated as a hospital, terminal and storage, the intention being to add to the storage capacity. The present storage capacity is one million seven hundred fifty thousand bushels. The plant is

located with all the grain in northern North Dakota back of it, and is situated where the grain in storage would command all markets, as the roads divide at this point for the head of the lakes, the mills of Minneapolis and other points south and east.

There is no intention to do any merchandising as far as the elevator is concerned. It is to be operated strictly as a warehouse with fixed service charges. It is expected that all terminal facilities will be afforded as far as inspection, weights, storage and cleaning in transit is concerned. B. L. Simmons is manager of the elevator.

The mill will be operated independently from the elevator. It will have to buy its wheat in the open market in competition with all other purchasers and will have to pay the same charges for the service of the elevator. The mill has no storage of its own and will have to rent bin space and cleaning facilities from the elevator. O. L. Spencer is manager of the mill.

Engineering Work: The writer has been in general charge of the work from its inception, and wishes to acknowledge his appreciation of the able assistance of his many co-workers in the Pillsbury Co., the Fegles Construction Co., contractors, and their able engineering staff headed by Mr. F. L. Hague.

Ohio Dealers Discuss New Corn.

[Continued from page 554.]

Mutual Fire Insurance Co. had charge of registration.

Buffalo was represented by I. W. McConnell of the McConnell Grain Corp.; G. B. Weydman and E. A. Schwab.

From Toledo came Chas. R. Keilholtz of Southworth & Co.; Geo. D. Woodman of H. W. DeVore & Co.; Geo. A. Kneagloh of the Toledo Field Seed Co.; Fred Mayer, W. W. Cummings and L. J. Schuster.

Ohio Dealers present included: Ralph Q. Andrews, Celina; W. S. Bricker, Haviland; C. L. Berryhill, Fletcher; Pearl Burket, Ransom; Geo. E. Churchman, Bryan; E. L. Diller, Bluffton; Alpha Evilsizor, Tremont City; F. C. Geise, Delphos; W. M. Helberg, Okolona; Ray Hedding, Mantel; F. L. Kauffman, Milton Center; Isaac Kearns, Foraker; J. E. Lefever, Climax; D. H. Lund, Aurora; W. J. Odenweller, Kalida; O. E. Richardson, Celina; D. R. Risser, Vaughnsville; W. F. Ruetz, Okolona, and F. G. Sprang, Foraker.

Distribution of Cars During Car Shortage.

Altho the Interstate Commerce Commission has not stated in exact words the rule to govern the distribution of cars, the Commission on Car Service of the American Railroad Ass'n conforming to decisions of the I. C. C. issued from its office at Washington Mar. 22, 1920, the following rules in Circular CCS-10 that the railroad companies are expected to observe:

Effective at once the following rules will, during periods of car shortage, govern uniformly the distribution between shippers of cars available for grain loading at stations.

1. Each shipper of grain will advise the carrier's agent each Saturday of the total quantity of grain on hand tendered for rail shipment. The ratio of the quantity so reported by each shipper to the total quantity reported by all shippers shall be the percentage basis for the distribution of available cars at that station during the ensuing week for grain loading.

2. Each shipper shall make written order on the carrier's agent for cars wanted for grain loading, showing the following information:

- Date of order.
- Number of cars wanted (in units of 40-ton cars) and whether for sacked or bulk grain.
- Destinations.
- Date wanted to load.
- Quantity of each kind of grain on hand and conveniently located for prompt loading tendered for rail shipment.
- Name of shipper.

Copies of orders by a shipper located on more than one carrier (steam, electric, or water) shall be filed with the agent of each carrier. Such combined orders must not exceed the total grain conveniently located for prompt loading tendered for shipment.

Cars will not be furnished in excess of a shipper's ability to load and ship promptly.

4. When a shipper's pro-rata share of the available car supply is a fraction of a car, the fraction will be carried to his credit, and he will be entitled to car supply on the basis of the aggregate of such fractional credits.

5. The term "prompt loading" as used in these rules is intended to mean that a car placed for loading not later than 10 a. m. must be loaded and billing instructions tendered before the close of the day on which it is placed, failing which, such car will be charged against the shipper's allotment as an additional empty for each succeeding day held for loading, or for billing instructions.

HORSE receipts for September at 46 public stockyards totaled 41,327, or an increase of 19,509 over the corresponding period in 1921, states the Horse Ass'n of America. The first nine months of this year is ahead of last year by 52,934 horses, or a general increase of 23.3 per cent.



The State Mill and Elevator at Grand Forks, N. D.

Seek Protection from Blunders of Telegraph Operators

At 10:30 a. m., Oct. 16, fourteen delegates of various ass'ns gathered in conference in the Board of Trade building at Chicago, Ill., to discuss what action should be taken in complaining to the Interstate Commerce Commission regarding the limitation of liability of telegraph companies in regard to coded messages, and also to discuss a reduction in rates.

Henry L. Goemann, Mansfield, O., chairman of the G. D. N. A. transportation com'te presided, and A. P. Husband, of the Millers Federation, volunteered to act as sec'y.

Mr. Goemann then explained the reason for calling the meeting, stating that the telegraph companies were responsible for \$500 damages on unreported messages and not less than \$5,000 on repeated messages, under the decision, 61 I. C. C. 541, given by the Interstate Commerce Commission. The telegraph companies are holding themselves not liable for code messages, even tho the words used in code are in English and in the dictionary, "and it is for this reason that we are re-opening the case, that is, to endeavor to have the commission rule the telegraph companies liable for all coded messages that are coded in English words taken from the dictionary."

G. S. Henderson, Baltimore, followed Mr. Goemann and said that the decision as given by the Interstate Commerce Commission is very favorable to the ass'ns represented at this meeting and to re-open the case might lead to a fight where the telegraph companies may obtain the advantage. "As I see it, the order does not eliminate code messages provided they are English words, and I think it would be to our advantage not to re-open the case, but to give the facts to the commission with regard to code messages and leave it to the commission to rule code messages in under the liability of \$500 and \$5,000. As no exception has been taken to code messages in the original order, I believe the commission will do the right thing, that is, allow code messages to be included in the liability order."

Lew Hill of Indianapolis then recited two concrete cases in each of which the telegraph company had confused the words "afford" and "affording."

Mr. Henderson: Before we go any further, I make a motion that the chairman of this meeting take the matter up with Mr. McChord of the Interstate Commerce Commission with a view to securing an interpretation as to whether 61 I. C. C. 541 applies to any message, repeated or unreported, regardless of whether it is in code or not, provided the words used are English, and in the dictionary. If Mr. McChord states that the ruling does not apply to code messages, then the case can be re-opened.

E. S. Briggs, Chicago, seconded the motion and it was unanimously carried.

Paul Fishback, Chicago, offered an amendment to the above resolution with regard to phonetically pronounceable words, not in the English dictionary. He stated that the code in his ass'n was made up of such words and that, if possible, would like to have such words included in the telegraph company's liability.

Following a discussion on telegraphic methods and the various methods of sending messages, Wm. Garfitt, Chicago, seconded the motion offered by Mr. Fishback and it was carried.

Mr. Goemann then opened the question of telegraph rules, regulations and reductions in rates, reading part of the bill H. R. 11822 on telegraph rate reduction drawn up and offered to Congress by the National Industrial Traffic League. The part of the bill read by Mr. Goemann follows:

Sec. 3. That section 6 of the Interstate Commerce Act is hereby amended by adding thereto a paragraph numbered (14), to read as follows:

(14) "That every telephone, telegraph and cable company subject to this act shall file with the commission, and print and keep open to public inspection, schedules showing the rates and charges, rules, regulations and practices for all classes of service in connection with the transmission of intelligence between points on its own route, and between points on its own route and points on the route of any other such carrier where a through route and joint rate has been established. If no joint rate over the through route has been established, the several carriers in such through route shall file, print and keep open to public inspection as aforesaid the separately established rates and charges applied to the through transmission. Such schedules, printed as aforesaid, shall plainly state the points between which intelligence will be transmitted, the rates, charges, rules and regulations applying thereto and to the respective grades of service, and all provisions in this act with reference to the authority of the commission over the schedules of common carriers and over the printing, filing, posting or changing thereof shall apply in like manner to the schedules of common carriers engaged in the transmission of intelligence and subject to the provisions of this Act as in the case of other common carriers, in so far as the same can be made applicable to the service of transmission of intelligence."

In commenting on the good work done by the National Industrial Traffic League, Mr. Goemann urged that all the ass'ns ask their members to back the bill and get it passed. He further stated that a com'te should be appointed to interview the heads of the telegraph and telephone companies to obtain their views on reductions, changes, etc., and report their findings.

Mr. Garfitt: I approve the appointment of a com'te as suggested by the chairman and would like to know what provisions will be made regarding the expense of such a com'te.

Discussion on various means of fighting for lower rates was then held and further discussion on just how much jurisdiction the Interstate Commerce Commission has over the telegraph and telephone companies.

Mr. Garfitt then moved that the chairman look into the matter and find out if the Interstate Commerce Commission is authorized by law to hear a proposal on telegraph and telephone reduction of rates.

The motion was seconded by Mr. Fishback and carried unanimously.

Mr. Briggs: I move that the chairman and two others draw up a letter to all telegraph company heads and obtain the signature and O. K. of all the ass'ns interested, sending the letter to the heads so they will know the power of the organizations back of the move for rate reductions.

Mr. Garfitt: I second the motion.

The motion was carried unanimously and Mr. Goemann immediately selected Mr. Garfitt and Mr. Husband as his associates in drawing up the letter.

Mr. Garfitt: I move that all ass'ns use their influence to get the bill H. R. 11822 as drawn up by the National Industrial Traffic League, passed at the next session of Congress, and would suggest that all members be urged to write their representatives in Congress to that effect.

E. L. Adams seconded the motion and it was carried unanimously.

Mr. Garfitt: I move that we endeavor to have the war tax on telegraph and telephone eliminated in the Revenue Bill to be introduced in Congress in December.

The motion was seconded by Mr. Briggs and carried.

Mr. Garfitt: Regarding the expense of carrying out any of the resolutions, I suggest that it be totaled up and pro-rated among the ass'ns.

Mr. Goemann then opened the subject of rate reduction and revision of rules on long distance telephoning.

Mr. Briggs: I believe we can use the same program as outlined for the telegraph and would suggest that we do so, making due regard for the revision of rules. I wish to make that a motion. I would also suggest that a letter be sent by the same com'te drawing up the telegraph letter to the heads of the telephone companies.

Mr. Garfitt: I second the motion.

Mr. Henderson: By using the same program for telephone as for telegraph, in case it becomes a matter of the courts, we can save considerable expense by combining the two into one case.

The motion was passed unanimously.

Adjourned.

In attendance were: A. P. Husband, sec'y, Millers National Federation, Chicago; H. L. Goemann, chairman G. D. N. A. transportation com'te, Mansfield, O.; G. S. Henderson, traffic manager, Chamber of Commerce, Baltimore, Md.; E. L. Adams, sec'y, American Wholesale Grocers Ass'n, Jacksonville, Fla.; Lew Hill, Board of Trade, Indianapolis, Ind.; E. S. Briggs, sec'y, American Fruit & Vegetable Shippers Ass'n, Chicago; Wm. Nash, Albert Dickinson Co., Chicago; L. F. Brown, sec'y, American Feed Manufacturers Ass'n, Chicago; Wm. D. Dean, sec'y, National Wholesale Grocers Ass'n, Chicago; P. P. Croarkin, National Federated Flour Clubs, Chicago; E. S. Wagner, Star & Crescent Mfg. Co., Chicago; Wm. Garfitt, sec'y, Western Fruit Jobbers, National League of Commission Merchants of U. S., International Apple Shippers Ass'n, Chicago; Paul Fishback, sec'y, National Food Brokers Ass'n, Chicago; Fred W. Colquhoun, sec'y, National Federated Flour Club, Chicago.

Trade Against Proposed Rule on Grain Doors.

The Western Trunk Line Com'te gave a hearing at Chicago Oct. 17 on the proposition to charge consignees \$1.25 per grain door "for failure to return to the delivering (in bound) line the grain doors or grain door lumber in the car at the time shipment is delivered."

At present the doors are cared for by the reclamation bureau of the railroad companies.

P. F. Scheunemann, traffic manager of the Monarch Elevator Co., Minneapolis, Minn., objected to any requirement that the elevator operators return doors to the inbound lines. He maintained it was sufficient to account for the doors as at present thru the reclamation bureau, which now controls the return or distribution of doors taken out of loaded cars.

Millers of Minneapolis were present in force to retain their present privilege of using boards out of grain cars unloaded at the mills to brace back the sacks of flour from the outer door in cars loaded out. The traffic managers of the mills made it clear to the Com'te that it would be very poor policy to deprive them of this privilege. It would lead to claims for damage to sacks, and would work against full loading of cars. With plenty of boards to close up the door the millers are loading far above the minimum carload weight, and the carrier gets the increased revenue in freight charges.

The proposed rule reads:

On grain, flaxseed, cotton seed and paddy rice, carriers to furnish free grain doors or grain door lumber for these commodities in closed cars in bulk loose.

In connection with local shipments of bulk freight of any kind handled in switch movement between two points in a given terminal, Section 1, Rule 30 of Consolidated Classification to apply.

That a charge of \$1.25 per grain door be made against consignee of commodities listed in Section 1, hereof when loaded in bulk, for failure to return to the delivering (in-bound) line the grain doors or grain door lumber in the car at the time shipment is delivered.

After the hearing Chas. Rippin, traffic commissioner of the Merchants Exchange, St. Louis, Mo., said the proposition was so ridiculous it probably never would be heard from again.

New Elevator at Sleepy Eye, Minn.

The new elevator of Edward F. Berkner at Sleepy Eye, Minn., has more and better equipment than the average country elevator, and is a departure from the standard type of construction in that ear corn as well as small grain may be handled thru the same pits and to the different machines, carrying out six different operations at the same time, none interfering with the other at any time.

The plant comprises elevator holding 30,000 bus., corn cribs holding 14,000 bus., specially constructed flour house, feed mill building and office. The approach to the driveway is the ground level, there being no incline whatever. All foundations are of the reinforced concrete slab type. The whole plant is covered with galvanized iron and presents a very neat appearance.

In the elevator are 21 bins equipped with the Ibberson Bin Alarm System, which notifies the operator when the bins are filled to capacity, so that he can avoid mixing of grain or choking up the legs.

The corn cribs are equipped with machinery to deliver the ears to a large cleaner and sheller on the work floor of the elevator, which is of the H type. From the sheller the cobs go to specially constructed bins over the driveway where they may be spouted to wagons. The shelled corn from the machine is spouted to a leg which delivers to any of the 21 bins in the elevator. The dust from the sheller is blown by fan into a specially built dust house.

Grain is weighed into the elevator on two 10-ton truck dump scales equipped with Kewanee Dumps. Grain is weighed out thru a 2,000-bu. per hour Richardson Automatic Scale with two direct spouts to cars. The machinery is driven by 9 electric motors with Link Belt Silent Chain drives. Four of the elevator legs extend up to the cupola, and two other short legs serve the machines. All legs are equipped with the Link Belt Back Stop.

In addition to the flour house a building has been equipped to grind feed, having a 22-inch attrition mill made by Sprout, Waldron & Co., and driven by two 20-h.p. ball bearing motors made by Fairbanks, Morse & Co.

The plant was designed and erected by the T. E. Ibberson Co.

Mr. Berkner has his office in the State Bank Bldg., and is interested in various banks in the Northwest. Besides his grain business he carries on a large real estate business and one of his hobbies is a large stock farm breeding Aberdeen Angus cattle and Percheron stallions.

When his elevator burned about a year ago he decided to put up a plant that would be a credit to the town and spared no expense to assure himself that he had one of the most completely equipped elevators in the Northwest.

An office building attached to the driveway is fully equipped with office fixtures and is used by the local manager of the elevator, Joseph Seifert, who has two able assistants. The plant is shown in the engraving herewith.

Ownership of Shipment Attached a Question for Jury.

T. L. Davis, broker, Anderson, S. C., plaintiff, for account of defendants, W. H. Crozier & Co., grain dealers of Nashville, Tenn., on Apr. 14, 1920, sold 10 cars of oats to R. W. Pruitt & Son, of Anderson.

The draft for the third car was not paid and was turned back by the Anderson bank to the bank from which it had been received for collection, and on July 3 the Nashville bank charged the amount back to Crozier & Co.

The Nashville bank got a new B/L by surrendering the old original and reconsigned the oats to Robertson & Co., Augusta, Ga.

July 7 Davis levied an attachment on the car at Anderson in a suit against Crozier & Co. for \$200 commissions. Shortly thereafter the Nashville bank, the State Bank & Trust Co., intervened in the suit and demanded the oats, the sheriff having entered the car and removed 60 of the sacks before the car went on to Augusta.

In the common pleas court of Anderson County, South Carolina, Davis got Pruitt to testify that Crozier said to him over the 'phone after the draft had been returned, "He said they were his oats and his draft"; but that court directed a verdict for the State Bank & Trust Co. The Supreme Court of South Carolina, on Aug. 1, 1921, reversed this and granted Davis a new trial, as Pruitt's testimony raised a question of fact that should have been submitted to a jury.—113 S. E. Rep. 377.

A CORN exposition will be held in Quito, Ecuador, October, 1923. The countries of North, Central and South America have been invited to participate. Prizes will be awarded for the best specimens of maize. Premiums offered to foreign exhibitors are gold, silver and bronze medals, while native exhibitors will receive plows, expressly ordered for the occasion.

Contract Canceled by Failure to Provide Car in Time.

Wilson E. Mitchell of La Grange, Mo., bot 1,600 bus. of rye of W. P. Wayland, a farmer. Mitchell ordered a car and when it arrived the railroad station agent notified Wayland, who filled it and had it billed out on his own account.

Mitchell brot suit against the farmer for \$1,200 damages for breach of contract, the market price having advanced from \$2.08 on Feb. 8, 1918, to \$1,212 over the contract price when the car was loaded Mar. 1.

In defense the farmer alleged that Mitchell promised to have the car there in four days; and that since the car did not arrive until Feb. 28 he considered the contract canceled.

Mitchell's version of the contract, which was made over the 'phone, is that there was no time limit, only that he should secure a car as soon as he could, there being a car shortage at the time; but the jury found for the defendant farmer, and the St. Louis Court of Appeals on June 13, 1922, affirmed the decision against Mitchell.—243 S. W. Rep. 275.

Demurrage Charges Were Taxable.

Demurrage charges were held taxable as a part of the charge for transportation by the U. S. District Court for the Southern District of Ohio in the suit by the Procter & Gamble Co. against the United States to recover the tax paid.

The question involved was whether demurrage charges for failure to load and unload cars within the "free time" permitted by the rules of railroad companies should be included as part of the cost of transportation, and thereby subject to tax. Article 2 of Regulation No. 49 provided that the word "transportation," as used in title 5 of the revenue acts mentioned, included "receipt, delivery, elevation, transfer in transit, ventilation, refrigeration, icing, storage, demurrage, towing, lighterage, trimming of cargo in vessels, wharfage, handling of property transported, feeding and watering live stock, and other incidental services and facilities."

The court said: Demurrage is a terminal charge—a part of the charge for transportation. *Lehigh Valley R. R. Co. v. U. S.*, 188 Fed. 879, 884-886. 110 C. C. A. 513; *Wilson Produce Co. v. Penna. R. R. Co.*, 14 Interst. Com. Com'n R. 170, 174; *Michie v. N. Y., N. H. & H. R. R. Co.* (C. C.) 151 Fed. 694. If it be conceded that the purpose of demurrage is primarily to prevent the detention of cars, the enforcement of its payment is also to be regarded as a part of the charge of transportation. In re *Investigation and Suspension of Advances and Demurrage Charges, etc.*, 25 Interst. Com. Com'n R. 314, 315; *Industrial Railways Cases*, 29 Interst. Com. Com'n R. 212, 237. The demurrage charge is a proper one, whether it is regarded as or as relating to facilities of shipment, service in connection with the delivery of goods, or the storage or handling of the same. *Chicago, R. I. & Pac. Ry. Co. v. Hardwick Elevator Co.*, 226 U. S. 426, 33 Sup. Ct. 174, 57 L. Ed. 284, 46 L. R. A. (N. S.) 203.—281 Fed. Rep. 1014.

Senator Capper Is Vexed.

In an address at Norton, Kan., Oct. 19, Senator Capper said:

"The Chicago Board of Trade is making a great mistake in attempting to override the producers' demand for legislation that is only fair and right, which has for its only purpose the aim to give the grain grower a fair chance on the public market."

[The Senator is wrong. The Capper-Tincher bill is an agitator nostrum never demanded by any farmer organization truly representative. It is not fair and right. The aim is to give the grain grower a cut rate of commission.—Ed.]

"The whole appeal of our farmers simply is for a square deal in legislation, a square deal in the administration of government and in the conduct of the markets."

[The farmers do not need to appeal for a square deal on the Exchanges. They are getting the same deal as the regular grain dealer. No one is entitled to a cut rate. The same fair rate for all is equitable. No sane man would undertake the defense of a discriminating rate of commission for any class.—Ed.]



Elevator, Corn Cribs and Feed Mill of Edw. F. Berkner at Sleepy Eye, Minn.

Feedstuffs

ALSHER, OKLA.—A. J. Burton bot two feed mills here.

GUERE, TEX.—J. M. Massey entered the feed business here.

CANTON, ILL.—The Canton Feed Co. is a new company here.

REDFORD, MICH.—C. F. Powell, feed dealer, has leased a store here.

DANVILLE, ILL.—J. W. Mott of Havana has opened a feed store here.

EARLSBORO, OKLA.—The Starks Feed Mill has been bot by S. E. Bryant.

LAPAZ, IND.—The Lapaz Grain Co.'s plant will be equipped with a feed mill.

FORT WAYNE, IND.—Frank Bard bot the feed mill of Francis Wilrout here.

KANSAS CITY, MO.—Wm. F. Tuttle, sec'y of the U. S. Feed Mills Co. here, died recently.

CAMERON, MO.—R. O. Pixlee has installed a feed mill in connection with his elevator here.

MINNEAPOLIS, MINN.—The American Linseed Co. is doubling the capacity of its mixed feed plant.

ZEIGLER, ILL.—Alex Partock of West Frankfort, is building a feed store here and will occupy it soon.

FINLEYVILLE, PA.—H. B. N. Lontitt of Monongahela has taken over the feed business of J. I. Husler here.

SAVANNAH, GA.—The Vetter Feed Co. has been incorporated here by W. T. and E. M. Vetter and J. W. Moore.

ELROY, WIS.—Geo. Johnson has succeeded Mr. Spohn, who operated the feed mill here for the past eight months.

RUSHVILLE, ILL.—The Rushville Feed & Supply Co., with E. J. Wright of Chicago in charge, has opened for business here.

NEW HAVEN, CONN.—A large cereal plant will be erected here by William C. Evans of New Rochelle, N. Y., and others.—S.

MILWAUKEE, WIS.—The Ladish Co. has succeeded H. H. Ladish, manufacturers of livestock feeds and wholesalers of millfeed, grains, etc.

LAUREL, MISS.—The new mixed feed mill of the Merchants Grocery Co. will open before Jan. 1 with J. E. Grubbs in charge. The building cost \$75,000.

MONTAGUE, MICH.—The Farm Buro Market Ass'n has bot the Walthers feed store and is using the building for storing car lot purchases of feed for farmers.

WAUPUN, WIS.—Joseph Sedolka of Brownsville has purchased the old mill here and will remodel it into a modern feed grinding plant. He will install new machinery.

CHICAGO, ILL.—The Steitz Brokerage Co. recently opened a feed department and placed S. V. Stranz in charge. Mr. Stranz was formerly with the Corbin Flour Co.

Exports of Feedstuffs.

Exports of feedstuffs during August, compared with August, 1921, and for the 8 months ending with August, were reported by the Buro of Foreign and Domestic Commerce as follows:

	August, 1921.	August, 1922.	8 mos. ending 1921.	August, 1922.
Bran and middlings, tons	354	255	4,326	6,789
Cocoanut cake, lbs.	2,881,000	231,490	3,052,685	7,590,657
Corn cake, lbs.	1,270,500	242,000	3,884,540	1,338,729
Cottonseed meal, lbs.	18,281,070	1,236,335	97,557,163	29,480,151
Linsed meal, lbs.	1,403,625	1,505,475	15,817,357	9,499,999
Linsed cake, lbs.	43,813,530	28,976,074	355,405,735	245,991,604
Millfeed, tons	1,536	5,372	7,900	21,695

St. Louis, Mo.—Wm. Koehler, proprietor of a feed store here, has been robbed 11 times since 1921. He is closing his business, claiming inadequate police protection.

CHICAGO, ILL.—The Springfield Flour & Feed Co. has been incorporated for \$5,000. Incorporators are Chas. B. Penn, Anna M. Ehrig, D. A. Penn, Geo. W. Ehrig.

MARSHFIELD, WIS.—The feed mill of William Schmidt, nine miles south of here, was burned Oct. 17, with \$10,000 damages. Fire was caused by a defective gas engine.

MILWAUKEE, WIS.—I have secured a position with Kneisler Bros. as mgr. of the feed dept. I was formerly with the Federal Mill & Elevtr. Co. of Mansfield, O.—John F. Deckhard.

St. Louis, Mo.—I. K. Brown, formerly manager of the Farmers Feed and Produce Co., Linn, Mo., has accepted a position with the Purina Feed Co. here. William Brinkley succeeds Mr. Brown at Linn.

GREER, S. C.—The Greer Oil Mill & Feed Co. has been incorporated here for \$100,000 to deal in oil meal and feeds. James M. Richardson is pres. and treas., N. A. Collins, vice-pres. and O. B. Smith, sec'y.

FEED CONTROL Officials will hold a meeting at Washington, D. C., Nov. 13 and 14, at which the tentative feed standards will be discussed for final action. The standards have been under observation for a year.

EMMETT, IDAHO.—Howland and Waters of Ontario have purchased the Emmett Feed Mills of which James Kinzer was proprietor and will operate it with Mr. Waters in charge. Mr. Kinzer will go to California with his family.

BUFFALO, N. Y.—F. A. McLellan has retired as feed manager of the Grange League Federation here to become treas. and general manager of the Geo. Urban Milling Co. H. J. Hannon, his former assistant, will succeed him as head of the feed department.

WALTHAM, MASS.—Arrangements have been made by the Middlesex County Farm Bureau with the American Milling Co. of Peoria, Ill., to prepare a special dairy ration according to a formula agreed upon by the New England agricultural college heads.—S.

SIoux CITY, IA.—W. H. Moon of Jefferson, S. D., has bid \$5,000 for the plant, mill and machinery of the bankrupt Alfalfa Products Co. The trustee, P. U. Barnard has approved the acceptance of the bid. The property cost the bankrupt company \$70,000 and was recently appraised at \$30,713.20.

HAMMOND, IND.—F. M. Rosekrans is now in charge of the buying of grain for the Pratt Feed Co. here, the company having discontinued buying at Philadelphia. Mr. Rosekrans was formerly a member of the Rosekrans-Snyder Co. at Philadelphia, which has been taken over by C. C. Snyder & Son.

MINNEAPOLIS, MINN.—Maurice J. Cohen, sec'y of the Northwestern Feed Co., has changed his name to Maurice J. Beaubaire. His father, when entering this country 50 years ago, changed his name from Beaubaire to Cohen, and now, for business and sentimental reasons, the son has changed back to the original.

KANSAS CITY, MO.—Altho the new additions to the Corn Products Refining Co. plant have been completed here and the new machinery is installed, opening of the plant has been delayed due to coal scarcity and car shortage. Unless the railroads can guarantee a supply of cars and sufficient coal operation will not be resumed.

TORONTO, ONT.—H. T. Jamieson, trustee of the bankrupt Canadian Cereal Flour Mills Co., Ltd., is arranging to make a second payment to the Montreal Trust Co. of 30 per cent on account of principal, with interest for three months ending Sept. 30. This will make 60 per cent of the principal paid, and when further liquidation is accomplished it is hoped to pay in full the indebtedness of the company.

Instruction Classes for Trained Cereal Chemists.

Chemists connected with the milling and baking industries have shown much interest in the researches conducted at the University of Minnesota and upon demand for further instruction in the field, the University Farm has decided to have a short course in instruction for four days, Jan. 2, 3, 4 and 5, 1923.

The purpose of the course is to instruct in certain phases of physical chemistry and biochemistry and grain biology. The forenoons of the four days will be spent in talks by members of the instructional staff and the afternoons will be spent in actual laboratory practice.

The class is open to 24 chemists who have had a university education as well as six months' experience in the cereal industries. The fee is \$10 for the four days, to cover incidental expenses.

Anyone desiring further information can obtain it by addressing the Division of Agricultural Biochemistry of the University of Minnesota, St. Paul, Minn.

Public Formula for Feeds a Success?

Farmers, when buying prepared feeds could not determine their cost in comparison with home-mixed feeds because they did not know the ingredients of the prepared feed. If the farmer knew the amount of each ingredient in the prepared feed he could easily determine whether the prepared feed or the home-mixed feed was preferable.

Nine agricultural college professors gathered together May 18, 1922, and formulated four standard grain rations and gave to them their approval as practical feed rations for dairy cows. A western milling company then started to manufacture the open formula feed as given by the professors.

Marketing pools organized to dispose of the four standard feeds and the farmer was asked to purchase six months' supply of the rations without knowing what the cost would be. In the face of not knowing what the cost would be, how does the open formula help the farmer to make cost comparisons?

Furthermore, the original four standards have been changed and are not the same as the first four recommended. At the time they were compounded the new formulas were declared to be the best that could be had. Why were they changed and by whom?

The open formula for feeds has proven to be not only a failure but impractical as developed by those who conceived the idea. A fixed formula makes it difficult to produce a mixed feed at the lowest cost, as the ingredients vary so much both in price, desirability, and availability at different times.

IT IS ESTIMATED that the publishers will pay the Government for carrying their papers more than \$33,000,000 during 1922. The publishing industry has been obliged to withstand deflation in common with other branches in business endeavor. However, other industries have been relieved of the burdens of war taxes and are naturally in a better position than the publishers. The Government collected from the publishers \$11,712,068.18 in 1918 and in the last fiscal year this amount had more than doubled, reaching a total of \$25,496,719.94. These oppressive taxes have cut millions of dollars from the Post Office earnings because the larger publishers have found it possible to use private means of distribution at less than the Government rate. Repeal of the last two postal increases will have a tendency to restore this traffic to Government channels.

OFFICIALS and attorneys for the Kansas City Board of Trade are preparing to attack the constitutionality of the Capper-Tincher grain futures bill. Application for a temporary injunction against the law will be made at the time it goes into effect Nov. 1.

Report of Com'te on Feedingstuffs Law.

The special legislative com'te on commercial feedingstuffs law reported thru its chairman, G. A. Breau, to the Millers National Federation at its semi-annual meeting at Chicago, Oct. 19 and 20, as follows:

The matter of current "tentative standards" as issued October a year ago by the Ass'n of Feed Control Officials at its annual Washington meeting is the one subject of importance to our industry with which your committee has to deal. These tentative feed standards, having been under observation and study for the past year, will be finally adopted or revised at the annual Washington meeting to be called the latter part of October or some time during November. The members of your committee will make an effort to attend this Washington meeting in a body, and would appreciate the moral support of any mills that care to send representatives to this 1922 meeting of the feed control officials.

At the Washington meeting of October, 1921, there were eighteen states represented, but only twelve delegates remained to vote on the wheat feed by-product standards, with a final record of ten in favor of the tentative standards and two against. You will recall that these standards were built upon the principle of "thou shalt not," ignoring the requirements of an affirmative nature as represented in the feeding utility of protein and fat, and were as follows:

Maximum fibre

Standard middlings	9.5 per cent
Flour middlings	6.0 per cent
Red dog	4.0 per cent
Brown shorts	6.5 per cent
Gray shorts	5.5 per cent
White shorts	3.5 per cent
Wheat mixed feed	8.5 per cent

The final disposition of the foregoing "tentative standards" will be in the hands of the following executive com'te:

L. A. Fitz, Kansas; J. K. Haywood, Washington; W. K. Stoud, Wisconsin; E. G. Proulx, Indiana.

Your com'te will protest this year, as it did last, that the adoption of any standards for wheat feeds is unnecessary, as fundamentally a by-product should not be standardized for merchandizing purposes, especially when influenced so potentially by the chemical changes in the wheat berry from year to year as well as by the natural difference prevailing in the different character of wheats. Possibly the best solution of the problem would be the adoption of the label law, so-called, in which some of the states rule through their feed control officials that the purchaser is sufficiently protected if the contents of the feed are registered with the authorities and plainly shown on the sack in the analyses, but the product must run true to the guarantee.

Some mills, especially from the southwest, have suggested to your com'te that complaints against the maximum fiber standards could be eliminated if revised one-half per cent higher by the executive committee of the feed control officials. Your committee welcomes further expression of your opinions anent the approaching Washington meeting so that the matter may be handled intelligently and with the utmost fairness to the agricultural and livestock interests, to the chemists and to the millers themselves.

It is gratifying to know that the special com'te appointed a year ago by the feed control officials to draft a uniform label for feeding stuffs and to evolve an application blank for registration of feeds is making substantial progress under the guidance of Dr. W. F. Hand of Mississippi, president of the Ass'n of Feed Control Officials. We are fortunate in having Sec'y Husband as a member of this com'te. The problem of this com'te is to successfully draft a set of labels designating feedingstuffs and to write a uniform application blank that will be acceptable to all feed control officials in the United States. The report and recommendations of this important com'te will probably be released at the approaching Washington meeting of feed control officials.

The U. S. Feed Distributors' Ass'n held its annual meeting in Chicago on Sept. 27 and 28. The members of your com'te were invited to attend the convention as the program contemplated proposed revisions in the National Trade Rules Covering Transactions in Feedingstuffs. Due to press of other business the convention finally decided that instead of open discussion of proposed changes in the National Trade Rules Covering Transactions in Feedingstuffs as originally drawn in March, 1921, by joint com'te of the U. S. Feed Distributors' Ass'n, the Grain Dealers National Ass'n and the Millers' National Federation, the matter had better be left for future conference by representatives of the three interested associations. Under the circumstances, your com'te is not in position to define in this report what the proposed changes are, nor to make any suggestions for your guidance. The National Trade Rules of March, 1921, necessarily remain intact governing all transactions in feedingstuffs."

Adulteration and Misbranding.

The Ardmore Oil & Milling Co., Ardmore, Okla., shipped from Oklahoma into the state of Kansas, cotton seed cake which was misbranded. The label on each sack stated that the weight was 100 pounds net, whereas each sack did not contain that amount. On a plea of guilty a fine of \$150 was imposed.

The Chickasha Cotton Oil Co., Clinton, Okla., shipped from Oklahoma into Kansas, cottonseed cake which was misbranded. The label on each sack stated that there was 43 per cent protein contents whereas analysis showed there was but 41.9 per cent. On a plea of guilty the defendant was fined \$50 and costs.

The McCall Cotton & Oil Co., Phoenix, Ariz., shipped into New Mexico and California quantities of cottonseed meal which was mis-branded. The label guaranteed 43 per cent protein content, whereas analysis showed but 38.81, 38.50 and 38.79 per cent protein content. A fine of \$300 was imposed on a plea of guilty.

The Gateway Milling Co., Kansas City, Mo., shipped 680 sacks of gray shorts to Hendersonville, N. C. The label on the sacks read "gray shorts. Made from wheat shorts, red dog flour and wheat bran." Analysis showed that reground bran, rice hulls, etc. had been substituted in the shorts and that label was misleading. The court ordered the product destroyed, when no claimant appeared for the property.

G. E. Patterson & Co., Memphis, Tenn., shipped into Missouri a quantity of Mol-Ha mixing feed, labeled "made of ground rice straw and molasses—nothing else." A salesman represented the company and stated that the feed contained 30 per cent pure cane sugar, whereas an analysis showed that it did not contain that much sugar and contained less fat and carbohydrates than stated. Adulteration was charged on the fact that it consisted in whole or in part of a filthy and decomposed vegetable substance. On a plea of guilty a fine of \$10 and costs was imposed.

The Superior Feed Co., Memphis, Tenn., shipped to Florida and Georgia a quantity of horse and mule feed labeled "protein 9.00 per cent, fat 2.00 per cent." Analysis showed that it contained but 7.64 per cent protein and 1.16 per cent fat. On a plea of guilty the court imposed a fine of \$50 and costs.

Kansas Still After Private Wires.

The effort of the county attorney of Reno County, Kansas, to force the operators of private wire grain offices in Hutchinson to discontinue their business still continues. The latest move occurred during the first week in October, when amended petitions were filed in district court asking for injunctions against two of the firms. The local managers, Harry Holmes for James E. Bennett & Co., and Louis Hausam, for B. C. Christopher & Co., were named in the petitions, as well as the telegraph company furnishing the wire service. A temporary injunction was granted, and it was reported that the county attorney has stated his intention is to destroy the office furniture as "gambling paraphernalia," altho this has not been attempted so far.

The new move on the part of the state was taken when amended petitions were filed against the companies named, who were included among the firms mentioned in the first petitions. The court granted temporary injunctions restraining the defendants from accepting and transmitting orders for the purchase and sale of grain for future delivery; stating there was ample ground to justify such temporary restraining orders. The petitions, in one portion, allege that the defendants receive, "or pretend to receive," quotations of the market prices in certain exchanges.

All of the private wire offices in Hutchinson remained open.

The Economic Value of Cleaning Grain on the Farm.

By J. C. JUNKIN.

In the early days, when the prairie was broken and sowed to wheat and flax, if the seed was at all clean, there were very few weeds in the grain. This was true for about 15 years, but by that time, the life and blue stem wheat had about lived its time, and the farmers brought in marquis and durum wheat. This seed was not cleaned properly and contained wild oats, Canadian thistle, sow thistle, wild buckwheat, and other seeds.

As time went on and the land was seeded to wheat year after year, the weeds became more plentiful. This is shown in the government report: There was in 1903 only 2.7 lbs. dockage per bushel, and in the year, 1920, the dockage was 7.2 lbs. Looking at this dockage and percentage does not mean much to the average man, so we will try and show what this loss means to the farmer by getting all this immense amount of waste of material into wagon loads, carloads, and train loads; then we will get the direct loss of hauling this immense amount of material, first, to the country elevator, and then to the terminal elevators, for which the farmer must pay.

Wheat is graded one or more grades lower when it is mixed with wild oats or kinghead, especially the latter, as it is considered almost impossible to clean kingheads out of wheat by the ordinary methods. Also, the wild oats, which are by far the largest amount of dockage, cannot be removed from the grain by the ordinary threshing machine. Not only is the wild oats hard to take out of the wheat, but its sticking in the screens prevents taking out many of the other seeds which could be readily cleaned out by the thresher if it was not for the presence of the wild oats.

The waste can be ground up and has considerable feeding value to the farmer. If it is not removed at the time of threshing, the farmer is very apt to seed back to the land a large percentage of the weeds, as there is no ordinary fanning mill which will make a complete separation.

Investigations to determine the cause of the heavy admixture of dockage in the wheat received at the terminal markets from the country points in the central northwest were conducted in the spring of 1921 by Mr. Black and Mr. Haller of the Grain Investigations section of the Grain Division, Bureau of Markets & Crop Estimates, U. S. Department of Agriculture. Field trips were made at seeding time and samples of the wheat that was being planted were taken from 55 grain drills, operating on a like number of farms in Minnesota and North Dakota. These samples, when analyzed, showed that on two of the farms the wheat being planted was entirely free from foreign seeds, but on the remaining 53 farms the wheat that was being planted contained all the way from 0.1 to 17.6 per cent by weight of weed seeds, with an average of over 2.0 per cent, or in terms of numbers, an average of over 53,000 weed seeds were being sown per acre with the wheat.

Wild oats, wild buckwheat, vetch, kinghead, and foxtail, in the order named, were the five weed seeds most commonly found. Wild oats were found in the seed wheat taken from 43 grain drills and were being sown at the rate of from 2,000 to 283,000 seeds per acre. Wild buckwheat was found in 31 drills and was being sown at the rate of from 6,000 to 155,000 seeds per acre. Vetch was found in 26 drills and was being sown at the rate of from 2,000 to 124,000 seeds per acre. Kinghead was found in 16 drills and was being sown at the rate of from 21,000 to 51,000 seeds per acre; and foxtail was found in the wheat taken from 15 drills and was being sown at the rate of from 12,000 to 60,000 seeds per acre.

The impurities in seed wheat in most cases consisted of two or more kinds of weed seeds, and in addition the seeds of other grains, especially rye, were also frequently found. On 10.3 per cent of the farms, a total of over 100,000 foreign seeds were being planted on 3.6 per cent of the farms, and on one farm a total of 489,000, or nearly one-half million foreign seeds per acre, were being planted with the wheat.

Machinery is now made that could be used on the thresher that will practically remove all of the weed seeds from wheat, and by using this machine, first on the thresher when threshing, and running the seed through it the second time before seeding, the worst kind of weedy

wheat could be cleaned so that there would be practically no foul seeds sown back to the land.

In the United States, we make threshing machines that will thresh much more grain per day and save it, than any machines made in Europe, but our finished product is not nearly as good as the product from the machines built abroad. Machines built in this country have only one cleaning shoe, while the European machines have a roughing and a finishing shoe, and two fans. This difference of machine design came about by the fact that the machines in this country were built when the country was new and when we had immense amounts of clean grain to thresh; therefore, they were built for capacity and saving the grain, while at the time the threshing machine was developed in Europe, the country was then very old and the land had been sown to crop for many years, and was full of foul seeds, so the machines were designed more to remove the foul seeds and to obtain a clean sample of grain than for capacity; that is the reason why in many of the foreign countries, the European machine is preferred to the machines used in the United States, altho they cannot handle anywhere near the amount of grain.

Something must be done in this country to help the farmer clean his seed and prepare the ground better, or in a few years, it will be impossible to make wheat farming pay, on account of the waste. It is a fact right now that there are farms in the Red River Valley that are worthless on account of the quack grass, wild oats, and sow thistle. Thirty-two years ago we threshed on this same land when there was not a weed of any kind to be seen in the crop. This land is the richest part of the Red River Valley and would still grow fine crops of wheat if it was not for foul seeds.

Cost of Weeds.—Spring wheat crop for 1921 amounted to 207,861,000 bus., and had a dockage of 7.2% or 15,048,000 bus., then 11,575 carloads at 1,300 bus. form 193 train loads of 60 cars, or 80,000 pounds each. The freight at 20c per bu., which is only the rate for 300 miles, and as you are well aware, there is much of this to be hauled much farther, would amount to \$3,009,600.00. The haulage by the farmer is taken at 2½c, which is really a small cost for hauling and this amounts to \$376,000.00. Twine at 2½c a bu. makes \$376,000.00. The threshing bill at 16c amounts to \$2,407,000.00. The loss of 5c per bu. on grade, which does not anywhere near cover this loss, amounts to \$10,393,050.00, or a total loss from handling alone, after it is threshed, of \$16,561,650.00. This does not take into account any of the farm labor required to prepare the ground, ground rent, or any harvesting expense except the twine, so you will see that this does not anywhere near cover the entire loss. You will also notice that we have 60 lbs. a bu. for these seeds which of wild oats

there is the greatest quantity, would be only 25 lbs. per bu., which would, of course, increase the bulk and the expense of haulage.

I quote from Mr. Black's lecture, given in Chicago, before the Agricultural Engineers, a few paragraphs in regard to their experimental work in reference to getting a campaign started for cleaning the grain on the farm at the time of threshing:

"In the central northwest many weed seeds are common which are not found on the Pacific Coast to any great extent. The 17 seeds most commonly found in wheat grown in the central northwest are: Wild oats, wild buckwheat, tame oats, mustard, lambsquarters, barley, green foxtail, hares' ear, flax, rye, cow cockle, pigweed, yellow foxtail, sunflower, corn cockle, wild rose, and wild peas.

"In past years before wild oats became so numerous, it was possible to remove such weed seeds as mustard and cockle from the wheat at the time of thrashing by the simple means of placing a sieve in the bottom of the thrashing separator, under the chaffer. This method is no longer effective because the wild oats which are present on nearly every farm in the central northwest quickly clog the sieves, sometimes to the extent of even stopping the flow of wheat to the grain auger. It is impossible during thrashing to remove many of the weed seeds by blowing them into the straw stack, because if sufficient wind is used to blow out the weed seeds, a large amount of wheat will also be blown into the stack. Any apparatus therefore for use in connection with the thrashing machine which can successfully clean wheat containing wild oats must be able to remove not only the wild oats, but should also have sufficient capacity to clean the wheat as rapidly as it is thrashed.

"It is our plan to make certain improvements on the disc re-cleaner and to continue these investigations through the next thrashing season because the results secured the past season in thrashing and cleaning over 15,000 bushels of grain demonstrated that grain can be cleaned successfully at the time of thrashing to a point where no dockage will be assessed when the wheat is sold on the market."

Dockage in Canada.—In 1914, after making a trip through Canada, and knowing that the government in Canada is greatly interested in agriculture, I wrote the Department at Ottawa, to find out about how much dockage was taken out of the grain at Port Arthur. The Department sent me this report:

The dockage amounted to 60,000 tons. The freight at 10c per bu. would amount to \$200,000.00. The cartage at 12½c per bu. would amount to \$50,000.00. The threshing at 8c per bu. would amount to \$160,000.00. Total \$410,000.00.

They seemed to think that was a tremendous loss, but I want to show you just what has happened since 1914:

I have just received from Ottawa a report which claims that they have over five million bushels of dockage, 3,850 carloads at 1,300 bus. per car, or sixty-four trainloads. The freight on this amounts to something over \$1,250,000, the cartage to \$125,000 and with the threshing, to \$1,870,000, so it is easy to see how the wild oats and weeds have gained in Canada just as they have in the United States.

Make Prospect Believe in You.

The first thing to do is to get your vibrations in harmony with those of your prospective customer. If you can get his sympathy, get him to believe in your honesty and sincerity; that you really have his interest at heart as well as your own, you have won your first battle. On the other hand, if you antagonize him, if you bring the slightest discord into his atmosphere, you close his mind to you, and lose your opportunity at the start.—*Success.*

Burlap on Chute Held Dangerous.

The Kansas City Court of Appeals on June 26, 1922, affirmed a verdict for \$5,000 damages in favor of Chas. Wilson against the J. G. Peppard Seed Co., of Kansas City, Mo., for injuries sustained by a fall at the company's grain elevator.

Wilson was in the act of climbing into a freight car for the purpose of unloading sacked millet seed when his toe caught in some burlap nailed on the chute whereon he was standing, causing him to lose his balance and topple backwards, striking his back and hip on the iron edge of the cement concrete dock.

The burlap was nailed on the floor of the chute and at its upper end at the car door to keep the grain or seed from leaking out of the chute. Other men had entered cars in the same way and it was the usual practice to go up the chute to get into the car. The jury's finding was, in effect, that defendant might have anticipated that some one would trip on the burlap.—243 S. W. Rep. 390.

PURE WHITE shellac as a coating for preserving valuable samples of ear corn is recommended by C. S. Dorchester in the Journal of American Society of Agronomy. The shellac prevents the shelling of butt and tip kernels and will protect it against the Angoumois grain moth as well as rats and mice. The application is reported to actually improve the appearance of the ear.

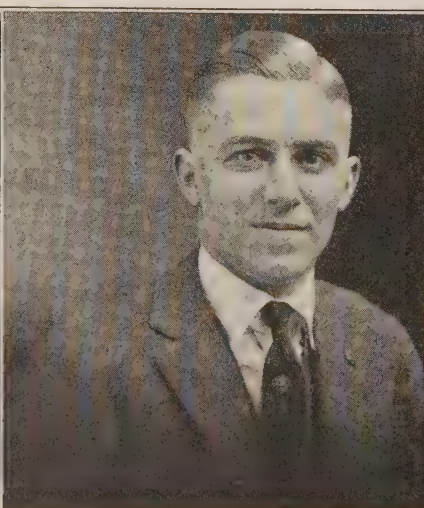
New Commission Firm at Indianapolis.

C. William Maibucher, who has been trading on the Indianapolis Board of Trade since its opening in 1915 and for the past ten years associated with Frank A. Witt, has joined Donald Hart and Willard Hart in forming the Hart-Maibucher Co., to do a grain commission business with offices in the Board of Trade Building.

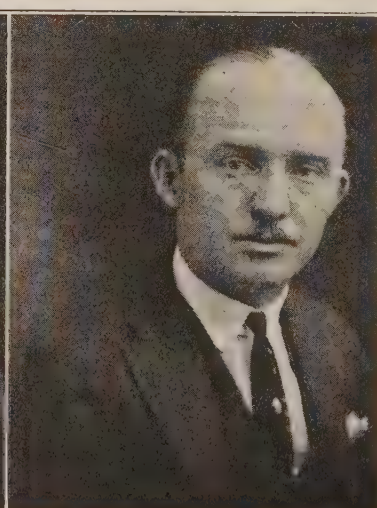
Donald Hart has represented Bert A. Boyd on road, and Willard Hart for the past six years has been calling on the shipping trade in Indiana and Illinois for the National Elevator Co. With many friends in the country and Mr. Maibucher's selling experience the new firm is promised a successful grain receiving business. Portraits of the three members are reproduced herewith.



Willard E. Hart.



C. William Maibucher.



Donald T. Hart.

Grades for Grain Sorghums

Recommended by Department of Agriculture

In Department Circular 245, issued September, 1922, the U. S. Dept. of Agriculture recommends grades for grain sorghums, urging their voluntary adoption by the trade, the Department having no fund to make their use compulsory. The grades follow:

UNITED STATES GRADES FOR GRAIN SORGHUMS.

Sec. 1. Grain sorghums.—Grain sorghums shall be any grain which consists of kafir, milo, durra, feterita, darso, freed sorgo, kaoliang, schrock kafir, and shallu, and any hybrids between these classes, and not more than 35 per cent of nongrain sorghums, other cereal grains, and "foreign material and cracked kernels," as defined in these standards, either singly or in any combination.

Sec. 2. Basis of determinations.—Each determination of general appearance, temperature, odor, smut, moisture, test weight per bushel, "foreign material and cracked kernels," "sand, dirt and finely broken kernels," and insects injurious to stored grain shall be upon the basis of the lot of grain as a whole, and all other determinations shall be on the basis of the grain when free from foreign material and cracked kernels.

Sec. 3. Percentages.—Percentages, except in the case of moisture, shall be percentages ascertained by weight.

Sec. 4. Percentage of moisture.—Percentage of moisture in grain sorghums shall be that ascertained by the moisture tester and the method of use thereof for kafir, as described in Circular 72, and supplement thereto, issued by the United States Department of Agriculture, Bureau of Plant Industry, or ascertained by any device and method giving equivalent results.

Sec. 5. Test weight per bushel.—The test weight per bushel shall be the test weight per Winchester bushel, as determined by the testing apparatus and the method of use thereof as described in Bulletin 472, dated October 30, 1916, issued by the United States Department of Agriculture, or as determined by any device and method giving equivalent results.

Sec. 6. Other grains.—Other grains shall include wheat, nongrain sorghums, corn, oats, barley, rye, emmer, spelt, einkorn, rice, cultivated buckwheat, and flaxseed only.

Sec. 7. Nongrain sorghums.—Nongrain sorghums shall include the grain of sorgo (commonly called "cane seed"), broomcorn, Sudan grass, and Johnson grass, and hybrids between any combination of the groups of the nongrain sorghums.

Sec. 8. Foreign material and cracked kernels.—Foreign material and cracked kernels shall be grains and pieces of grains of grain sorghums and all matter other than grain sorghums which will pass through a No. 8 sieve, and all foreign material, except other grains, remaining on such sieve after screening.

Sec. 9. Sand, dirt and finely broken kernels.—Sand, dirt and finely broken kernels shall be finely broken kernels, sand and all other material which will pass through a No. 2½ sieve and all inert matter remaining on either the No. 2½ or No. 8 sieve after screening.

Sec. 10. (a) No. 2½ sieve.—A metal sieve perforated with round holes 2½ sixty-fourths of an inch in diameter.

(b) No. 8 sieve.—A metal sieve perforated with triangular perforations 8 sixty-fourths of an inch long on each side of perforation.

Sec. 11. Damaged kernels.—Damaged kernels shall be all grains and pieces of grains of grain sorghums which are heat-damaged, sprouted, frosted, badly ground-damaged, moldy, or otherwise distinctly damaged.

Sec. 12. Heat-damaged kernels.—Heat-damaged kernels shall be grains and pieces of grains of grain sorghums or other grains which have been distinctly discolored or damaged by external heat or as a result of heating caused by fermentation.

CLASSES AND SUBCLASSES OF GRAIN SORGHUMS.

Sec. 13. Classes and subclasses.—Grain sorghums shall be divided into classes and subclasses as follows:

Class I. Kafir.

This class shall include all varieties of kafir and hegari, except schrock kafir and may include not more than 10 per cent of other grain sorghums. This class shall be divided into two subclasses, as follows:

White kafir.—This subclass shall include all kafir and hegari, except schrock kafir, consisting of 90 per cent or more of white kernels, including other classes and nongrain sorghums. Red spots or other natural coloring upon kernels otherwise white shall not affect their classification as white kafir.

Kafir.—This subclass shall include all kafir

and hegari, except schrock kafir not coming within the classification for white kafir.

Class II. Milo.

This class shall include all varieties of milo and may include not more than 10 per cent of other grain sorghums. This class shall be divided into two subclasses, as follows:

Yellow milo.—This subclass shall include all milo consisting of 90 per cent or more of yellow kernels, including other classes and nongrain sorghums.

Milo.—This subclass shall include all milo not coming within the classification for yellow milo.

Class III. Durra.

This class shall include all varieties of durra and may include not more than 10 per cent of other grain sorghums. This class shall be divided into two subclasses, as follows:

White durra.—This subclass shall include all durra consisting of 90 per cent or more of white kernels, including other classes and nongrain sorghums. Red spots or natural coloring upon kernels otherwise white shall not affect their classification as white durra.

Durra.—This subclass shall include all durra not coming within the classification for white durra.

Class IV. Feterita.

This class shall include all varieties of white feterita and may include not more than 10 per cent of other grain sorghums. Red spots or natural coloring upon kernels otherwise white shall not affect their classification as white feterita.

Class V. Darso.

This class shall include all varieties of darso and may include not more than 10 per cent of other grain sorghums.

Class VI. Freed Sorgo.

This class shall include all varieties of freed sorgo and may include not more than 10 per cent of other grain sorghums.

Class VII. Brown Kaoliang.

This class shall include all varieties of brown kaoliang and may include not more than 10 per cent of other grain sorghums.

Class VIII. Schrock Kafir.

This class shall include all varieties of schrock kafir and may include not more than 10 per cent of other grain sorghums.

Class IX. Shallu.

This class shall include all varieties of shallu and may include not more than 10 per cent of other grain sorghums.

Note.—Any grain sorghum or grain-sorghum hybrid not mentioned in classes I to IX, inclusive, shall be included in the class which it most nearly resembles.

Sec. 14.—Mixed grain sorghums.—Mixed grain sorghums shall be any mixture of grain sorghums not provided for in the classes I to IX, inclusive.

Mixed grain sorghums shall be graded according to each of the grade requirements common to the class of the grain sorghums which predominates over each other class in the mixture. The grade designation of "Mixed grain sorghums" shall include, successively, the number of the grade or the words "Sample grade," the

word "Mixed," and, in the order of its predominance, the name and approximate percentage of each of at least two classes.

Sec. 15. Weevily grain sorghums.—Weevily grain sorghums shall be grain sorghums which are infested with live weevils or other insects injurious to stored grain.

Weevily grain sorghums shall be graded and designated according to the grade requirements of the grade applicable to such grain sorghums if they were not weevily, and there shall be added to and made a part of the grade designation the word "weevily."

Sec. 16. Smutty grain sorghums.—Smutty grain sorghums shall be all grain sorghums which have an unmistakable odor of smut or which contain smut masses.

Smutty grain sorghums shall be graded and designated according to the grade requirements of the grade applicable to such grain sorghums if they were not smutty, and there shall be added to and made a part of the grade designation the word "smutty."

GRADE REQUIREMENTS.

Sec. 17. The subclasses white kafir, kafir, yellow milo, milo, white durra and durra, and the classes feterita, darso, freed sorgo, brown kaoliang, schrock kafir and shallu shall be divided into five grades for each subclass and class, as the case may be, the designation and requirement of which, respectively, shall be as follows:

The No. 1 grades of white kafir, kafir, yellow milo, milo, white durra, durra, feterita, darso, freed sorgo, brown kaoliang, schrock kafir and shallu, each, except as provided in item (g) below—

(a) shall be cool, of natural odor and good color;

(b) shall have a test weight per bushel of at least 55 pounds;

(c) may contain not more than 14 per cent of moisture;

(d) may contain not more than 2 per cent of damaged kernels, which may include not more than 0.2 per cent of heat-damaged kernels, including grain sorghums and other grains;

(e) may contain not more than 3 per cent of other grains, which may include not more than 1 per cent of nongrain sorghums;

(f) may contain not more than 3 per cent of foreign material and cracked kernels, which may include not more than 0.5 per cent of sand, dirt and finely broken kernels; and

(g) No. 1 white kafir and No. 1 white durra, each, shall contain not less than 95 per cent of white kernels, including white kernels of other classes and nongrain sorghums. No. 1 yellow milo shall contain not less than 95 per cent of yellow kernels, including yellow kernels of other classes and nongrain sorghums.

The No. 2 grades of white kafir, kafir, yellow milo, milo, white durra, durra, feterita, darso, freed sorgo, brown kaoliang, schrock kafir and shallu, each—

(a) shall be cool, of natural odor and may be slightly discolored;

(b) shall have a test weight per bushel of at least 53 pounds;

(c) may contain not more than 15 per cent of moisture;

(d) may contain not more than 5 per cent of damaged kernels, which may include not more than 0.5 per cent of heat-damaged kernels, including grain sorghums and other grains;

(e) may contain not more than 5 per cent of other grains, which may include not more than 3 per cent of nongrain sorghums; and

Grade No.	Condition and general appearance.	Minimum test weight per bushel.	Moisture content.	Maximum limits of—					
				Damaged kernels.		Other grains.		Foreign material and cracked kernels.	
				Total.	Heat damaged (grain sorghums or other grains).	Total.	Nongrain sorghums.	Total.	Sand, dirt, and finely broken kernels.
		Pounds.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
1	Shall be cool and of natural odor, and good color.....	55	14	2	0.2	3	1	3	0.5
2	Shall be cool and of natural odor, and may be slightly discolored.....	53	15	5	.5	5	3	6	1.0
3	Shall be cool and of natural odor, and may be discolored.....	51	16	10	1.0	7	5	10	2.0
4	Shall be cool and may be musty, sour, or badly discolored.....	49	18	15	3.0	10	10	15	3.0

Sample Grade: Shall be white kafir, kafir, yellow milo, milo, white durra, feterita, darso, freed sorgo, brown kaoliang, schrock kafir, or shallu, respectively, which does not come within the requirements of any of the grades from No. 1 to No. 4, inclusive, or which has any commercially objectionable foreign odor, or is heating, hot, or otherwise of distinctly low quality.

Grade No. 1 for white kafir and white durra shall consist of 95 per cent or more of white kernels, including other classes and nongrain sorghums. Grade No. 1 for yellow milo shall consist of 95 per cent or more of yellow kernels, including other classes and nongrain sorghums.

(f) may contain not more than 6 per cent of foreign material and cracked kernels and may include not more than 1 per cent of sand, dirt and finely broken kernels.

The No. 3 grades of white kafir, kafir, yellow milo, milo, white durra, durra, feterita, darso, freed sorgo, brown kaoliang, schrock kafir and shallu, each—

(a) shall be cool, of natural odor, and may be discolored;

(b) shall have a test weight per bushel of at least 51 pounds;

(c) may contain not more than 16 per cent of moisture;

(d) may contain not more than 10 per cent of damaged kernels, which may include not more than 1 per cent of heat-damaged kernels, including grain sorghums and other grains;

(e) may contain not more than 7 per cent of other grains, which may include not more than 5 per cent of nongrain sorghums; and

(f) may contain not more than 10 per cent of foreign material and cracked kernels, which may include not more than 2 per cent of sand, dirt and finely broken kernels.

The No. 4 grades of white kafir, kafir, yellow milo, milo, white durra, durra, feterita, darso, freed sorgo, brown kaoliang, schrock kafir, and shallu, each—

(a) shall be cool, may be musty, sour and badly discolored;

(b) shall have a test weight per bushel of at least 49 pounds;

(c) may contain not more than 18 per cent of moisture;

(d) may contain not more than 15 per cent of damaged kernels, which may include not more than 3 per cent of heat-damaged kernels, including grain sorghums and other grains;

(e) may contain not more than 10 per cent of other grains, which may include not more than 10 per cent of nongrain sorghums; and

(f) may contain not more than 15 per cent of foreign material and cracked kernels, which may include not more than 3 per cent of sand, dirt and finely broken kernels.

Sample grades of white kafir, kafir, yellow milo, milo, white durra, durra, feterita, darso, freed sorgo, brown kaoliang, schrock kafir and shallu, each—

Shall be grain sorghum of the subclasses white kafir, kafir, yellow milo, milo, white durra, durra, and of the classes feterita, darso, freed sorgo, brown kaoliang, schrock kafir and shallu, which does not come within the requirements of any of the grades from No. 1 to No. 4 inclusive, or which has any commercially objectionable foreign odor, or is heating, hot or otherwise of distinctly low quality.

New Home of U. S. Chamber of Commerce.

The letting of contracts for construction of the new two and a half million dollar home in Washington of the Chamber of Commerce of the United States was announced today by Julius H. Barnes, president of the Chamber.

General contract was let to James Stewart and Company, Incorporated, New York.

Work on the building will begin immediately. It is hoped to complete the structure within a period of about twelve months. The buildings formerly on the property, including the old homeplace of Daniel Webster, already have been razed and excavation has been made for the foundations.

"The idea back of the new building," said Mr. Barnes, "is to establish a National Home for Commerce and Industry in the seat of legislation and administration. The policies of Government affect industry today as never before. Industry recognizes that on the large scale of modern business a proper measure of regulation in the public interest may be necessary in the very preservation of fair-play between individuals. But industry also recognizes that the chain of economic evils which flow from unwise legislation and unenlightened administration reaches inevitably into unemployment and distress in every home.

"As fair-minded men seeking to work out the proper relation of Government and Industry; a relation which shall encourage and stimulate rather than depress and stifle enterprise, we want contact with fair-minded men who write our laws and who administer them, believing that accurate and exact information collected in all the channels of trade and focused through the National Chamber will be welcomed."

The Chamber of Commerce of the United States intends to occupy the entire building and no offices will be rented. The building is

not, however, exclusively for the use of officers and staff but is to be a headquarters for American business. The large auditorium will be available for meetings of member organizations held in Washington, and the numerous committee rooms and conference rooms will be at the service of members when not in use for headquarters purposes.

To Heat Mill by Friction.

The plant of the Kansas Flour Mills Co., being erected in North Kansas City, Mo., will be equipped with a heating system which will use the heat generated by friction in the flour grinding process. It has been estimated that enough heat is generated in the milling to steam a 150-h. p. boiler and that the new system, which developed from experiments in using the exhaust heat to regulate the humidity of the air in the mill, will result in a saving of about three hundred tons of coal yearly.

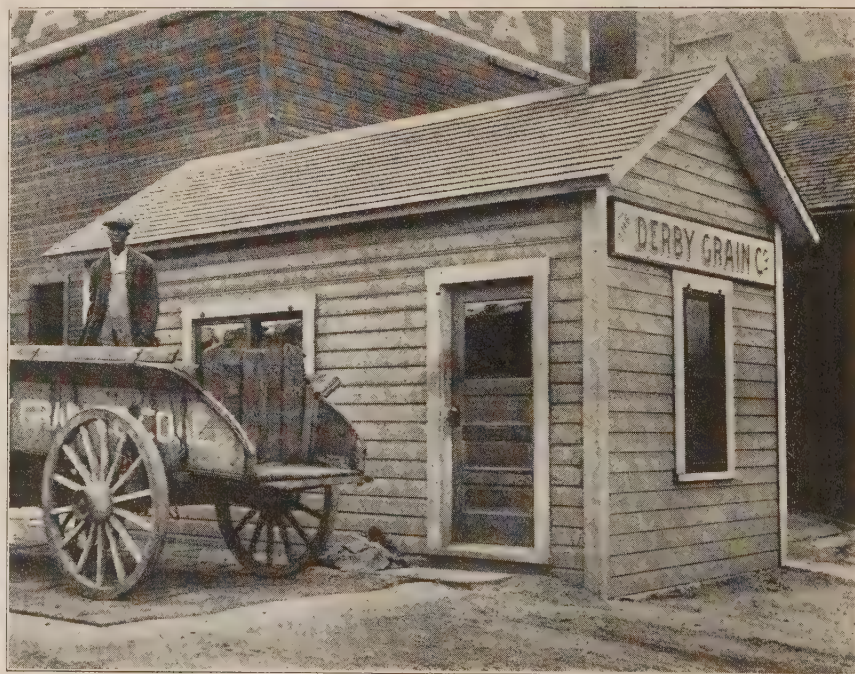
The heat from the grinding machines will be discharged into exhaust pipes leading up to a dust remover on the top floor. The clean, hot air will then flow thru air shafts down to the basement where a fan forces it up another air shaft, thereby making a complete air shaft circuit from the basement to the top floor. The floors are heated by the air being discharged into openings on each one.

When the grinding machines are not in operation, building will be heated by furnaces which will be operated in the same manner using the same air shafts. The plant is expected to be completed next summer.

An Inexpensive Office.

When the Derby Grain Co. decided to build a new office at Beatrice, Nebr., it hesitated about construction as it had only nine feet of space between the scale and elevator. To build an office as wide as was desired either the scale and pit, or the elevator would have to be moved.

The illustration herewith shows what local agent, R. S. Arthur, accomplished on the nine feet of ground. He has obtained just as many square feet of room as was needed, but instead of making the building square, he left the one dimension at nine feet and added to the length. The building is 9x18x8 feet height. It is neatly plastered and furnished and the total expense was only \$250. To obtain 162 square feet of floor space in a building of different shape would have cost the company twice this amount.



Inexpensive Office of Derby Grain Co. of Beatrice, Neb.

Ticket-Holders' Rights Against Bondsman.

The Richmond Equity Exchange, operating two elevators at Richmond, S. D., took in grain valued at over \$20,000 and shipped out all but \$5,000 worth without taking up the warehouse certificates issued by it to cover the grain shipped and sold, or reserving the proceeds to apply on purchases.

The Equity Exchange became bankrupt. On behalf of holders of three storage tickets and many others the state brought suit against the Interstate Surety Co. to recover on the bond of \$6,000 for each elevator, the proceeds of the sale of the grain by the trustee in bankruptcy having been less than 17 per cent of the amount of the outstanding storage tickets.

The Supreme Court of South Dakota on Aug. 30, 1922, decided in favor of the state and the storage ticket holders that the bond was for the benefit of ticket holders only, the trustee having no claim under the bond for the general creditors, and that the ticket holders had not waived their rights, as alleged by the surety because they filed and proved their claims as creditors in the bankruptcy court. The court said: There might be ground for this position, if the security were such as would become assets of the bankrupt's estate in case of its waiver by the storage ticket holders. But the liability of the surety, under the facts alleged, is only for the benefit of the storage ticket holders, and would not upon such waiver become general assets of the bankrupt's estate. It is therefore not alleged to be "property of the bankrupt," within the meaning of the Bankruptcy Law.—Gorman v. Wright, 136 Fed. 164, 69 C. C. A. 76.—189 N. W. Rep 679.

Bulk Handling Equipment at Portland.

Equipment for loading vessels with bulk wheat will be installed on the Irving dock at Portland, Ore., by Balfour, Guthrie & Co. The plans have been approved and work will be started at once to begin the improvement.

The United Kingdom and other countries have increased their demands for bulk wheat and it is to keep in line with foreign buyers that the company has decided to make the change. When the improvement is completed, it will be possible for the company to load both bulk and sacked wheat.

As some foreign ports have no facilities for the unloading of bulk grain, it is necessary to be able to ship by either method, the sacked wheat going mostly to the Orient.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, improvements, fires and accidents are welcome. Let us hear from you.

ARIZONA

Nogales, Ariz.—Our firm name has been changed from the Nogales Feed & Fuel Co. to the Nogales Feed & Seed Co. as we do not handle fuels now.—Nogales Feed & Seed Co., by John Jund.

ARKANSAS

Bard, Ark.—The House-Jones Mills Co. of Paragould, Ark., is building a feed and grain warehouse here to replace one that was burned some time ago.

COLORADO

Craig, Colo.—The Elkhead Elvtr. Co. has been incorporated for \$10,000.

Delta, Colo.—The Farmers Mfg. & Produce Co. has sold its property.

Greeley, Colo.—The Model Flour Mills will install five Hall Signaling Distributors in their elvtr.

Colorado Springs, Colo.—L. Gammon's elvtr. is rapidly nearly completion. The machinery has been installed.

Fort Lyon, Colo.—Two Hall Signaling Distributors have been installed in the elvtr. of the Las Animas Mfg. & Elvtr. Co. Contract for this work was awarded in July.

Salida, Colo.—I expect to put a roller mill in the back end of my store to roll oats and barley. Also a few new grain bins and a grain cleaner. It is to be a small affair.—Geo. W. Vaughn.

Wellington, Colo.—We have just completed a new elvtr. here on the Colorado & Southern Railroad, which has a capacity of 25,000 bus. It is now completely equipped and ready for business. It will be known as the Wellington Elvtr.—Fort Collins Flour Mills, F. P. Willett, Ass't Mgr.

CANADA

Indian Head, Sask.—The Crescent Elvtr. Co. has purchased the plant here of the Canadian Elvtr. Co.

Meadows, Man.—The elvtr. of the N. M. Patterson Co. Ltd., containing about 6,000 bus. of grain, was burned Oct. 4.

Kingston, Ont.—An old elvtr. of Jas. Richardson & Sons is being repaired and will be put in operation. It has a capacity of 800,000 bus.

Milestone, Sask.—The Crescent Elvtr. Co., Ltd., will hereafter operate the elvtr. of the Canadian Elvtr. Co. B. M. Spencer will have charge, succeeding Del Tice.

Winnipeg, Man.—The Board of Grain Commissioners has recently announced the tariff of maximum charges for licensed country elvtrs., which went into effect the first of this month for the period ending Aug. 31, 1923, as follows:

Subject to the capacity of the elvtr. and the nature of the construction, all grain tendered must be taken into store upon the following terms and conditions, and under the provisions of The Canada Grain Act, 1912, and amendments thereto. Special Grain Bin—Receiving, elevating, spouting, insurance against fire, storing for the first fifteen days, and putting into cars on track; no elvtr. shall charge more than two and one-half cents (2½c) per bushels for wheat, barley, flax and rye, and one and three-quarters of a cent (1¾c) per bushel for oats. Graded Storage and Subject to Grade and Dockage Grain—Receiving, elevating, spouting, insurance against fire, storing for the first fifteen days, and putting into cars on track; no elvtr. shall charge more than one and three-quarters cents (1¾c) per bushel. Storage, not otherwise provided, including insurance against fire, for each succeeding day after the first fifteen (15) days shall not exceed one thirtieth of one cent (1/30c) per bushel. Grain specially cleaned will be subject to a charge of one-half cent (½c) per bushel for each cleaning.

Calgary, Alta.—S. S. Pocock has resigned his position as mgr. of the export department of the N. Bawlf Grain Co. at Montreal, and has established a business here under his name.

Vancouver, B. C.—The Harbor Board of Vancouver has been requested to take over the control of the Government elvtr. at Burrard Inlet. The Grain Commission at Winnipeg has had control of the plant and has been operating it.

Fort William, Ont.—The Fort William Sample Market & Produce Exchange, of which J. P. Kenny is sec'y-treas., is planning to open for business. Memberships are selling at \$500; dues are \$50. Trading in futures, including privileges, will be conducted, and mixing of grains, except in public terminals, is permitted.

IDAHO

Idaho Falls, Idaho.—The plant of the Idaho Falls Mfg. & Elvtr. Co., which burned Sept. 26, will be rebuilt.

Worley, Idaho.—Daniels Bros. of the Worley Implement Feed & Grain Co. has purchased the business of Dennis Sullivan at Rockford, Wash., and will conduct it under the name Rockford Implement, Feed & Grain Co.

ILLINOIS

Fullerton, Ill.—Harrison, Ward & Co. are remodeling their elvtr. here and covering it with iron siding.

Avon, Ill.—Burglars blew an entrance into the safes of the Avon Farmers Elvtr. Co. and found \$33 waiting for them.

Ohlman, Ill.—F. J. Zimmerman of Lincoln Ill., will succeed me as mgr. of the Ohlman Co-op. Co., Nov. 1.—M. I. Virden.

Fairbury, Ill.—The elvtr. here of the S. C. Bartlett Co. of Peoria, is being repaired and remodeled. New spouts will be installed.

Ocoya, Ill.—Rufus Mutchler, who lost his elvtr. by fire Sept. 28, is on the road selling hardware for a Peoria firm.—Boughton & Harlan, Chenoa.

Tuscola, Ill.—The elvtr. of the Tuscola Grain Co., which collapsed in September, is being repaired and remodeled by the Decatur Construction Co.

Clinton, Ill.—Edw. Hendricks is having a new elvtr. erected in South Clinton, contract for which has been awarded. Mr. Hendricks also conducts an elvtr. at Lane.

Indianola, Ill.—Our office burned down Oct. 11, 1 a. m. It was a complete loss with the exception of the invoice records and they were badly damaged.—Block Elvtr., E. W. Block.

Brownwood, Ill.—The Farmers Elvtr. Co. of Delavan is remodeling its elvtr. here, and will cover it with iron siding, and erect a new office. The P. F. McAllister Co. has the contract.

Brokaw (Bloomington p. o.), Ill.—The Central Mill & Elvtr. Co. is overhauling its elvtr., which will be equipped with a steel boot tank and dump sinks. The P. F. McAllister Co. has the contract.

Elizabethtown, Ill.—John P. Fitzgibbon and Harvey Herrin have purchased the plant of the Farmers Elvtr. Co. and will open it this fall. The machinery is being overhauled and the elvtr. painted.

Virginia, Ill.—Contract for the erection of a 24x30 foot concrete block grist mill has been awarded by the Sinclair-Schultz Grain Co. The elvtr. will be equipped with a grinder, sheller, sacker and manlift.

Springfield, Ill.—The Farmers Consolidated Co-op. Ass'n has been incorporated by Michael Riedel, William Frey, William Munson, Harry McMillan and Daniel Wallner. The organization has been formed to provide its members with information as to market conditions, prices, freights and other transportation and storage facilities.

Peoria, Ill.—John Thode, well known in the grain business here, and one of the oldest members of the Board of Trade, died Oct. 5, at the age of 81 years. His death was the result of an attack of the influenza.

Williamsburg, Ill.—Elbin Atherton recently bot an interest in R. E. Bowers' grain business here and the firm will hereafter be known as Bowers & Atherton. Coal will also be handled by the company.

Sheffield, Ill.—W. H. Graham has resigned his position as mgr. of the Sheffield Farmers Elvtr. Co., with which he has been associated for the last ten years. He was also connected with the Farmers Shipping Ass'n.

Sullivan, Ill.—The Sullivan Grain Co. has purchased the elvtrs. here and at Bruce and will operate the plants. These properties have been in the hands of a trustee for the firm of Ledbetter & Tabor for several months.

Malta, Ill.—Work has been started on the 60,000-bu. elvtr. being erected for D. T. Peterson by the Decatur Construction Co. Mr. Peterson will retain his old plant, which will bring the total capacity up to 75,000 bus.

Harristown, Ill.—The elvtr. of the Beall Grain Co. was burned Oct. 6. The plant contained about 22,000 bus. of grain; the entire loss is estimated at \$30,000, but almost all of this is covered by insurance. The plant will be rebuilt.

Niantic, Ill.—A petition requesting the appointment of a receiver for the Niantic Farmers Co-op. Co. has been filed by stockholders of the company, who state that \$23,000 is due them from the company. Liabilities are listed at \$74,630.06.

Thomasboro, Ill.—The elvtr. and lumber yards of the Thomasboro Farmers Grain, Lumber & Coal Co. were burned recently. The elvtr., which was filled with grain, all of which was destroyed, will be rebuilt. Loss \$20,000; insurance, \$5,000.

Doran, Ill.—Seaman & Morris are erecting a 30,000-bu. cribbed elvtr. to replace the one that was burned a short time ago. It will have four bins, two legs and will be equipped with a sheller, cleaner and steam engine. Contract has been awarded to the Eikenberry Construction Co.

Mendota, Ill.—Thomas E. Cavanagh, a new member of the Chicago Board of Trade, is planning to conduct a cash grain commission business here and has already opened an office. Mr. Cavanagh was a partner in the grain business of Moore & Cavanagh, which was dissolved the first of September.

Illinois grain elevator operators have suffered so much extortion at the hands of the railroads they will seek to check the growing greed of the carriers by inducing the next legislature to enact a law limiting ground rentals of portions of railroad right of way to 6% on a fair valuation. Ask the candidates for the state legislature what they can do to relieve the industries located on railroad right of way from paying 40 to 50% of the value as annual rent.

CHICAGO NOTES.

Memberships in the Board of Trade have been selling at \$5.500.

Arthur Leask was struck by a taxicab Oct. 18 and suffered a broken arm and other injuries.

Edward H. Cunningham, pres. of the U. S. Grain Growers, has applied for membership in the Board of Trade. Mr. Cunningham plans to open for business here, handling cash grain.

A new grain commission firm has been established as F. W. Donaldson & Co. Mr. Donaldson is a member of the Board of Trade, and was a member of the former firm of E. W. Wagner & Co.

A financial statement of its affairs will be required each year before Jan. 31 from every member of the Board of Trade Clearing House under an amendment to the rules posted by the directors for ballot.

Outside grain futures quotations are now posted in the smoking room of the Board of Trade, the marker getting the figures on Minneapolis, Kansas City and Winnipeg from the operator on the floor by 'phone.

A. M. Andrews, head of A. M. Andrews & Co., investment brokers and other officials of the company, were arrested last week on warrants issued at the behest of the Illinois "blue sky" commission on charges of having sold securities which have not qualified under the state securities act.

Harvey L. Boyer, pit trader on the Board of Trade, was expelled for trading while insolvent, causing a loss to members estimated at \$3,000. He failed to appear or make a defense. Boyer was suspended from the Board for six months last November on charges somewhat similar. He has been a member since 1912.

Fred Uhlmann, who resigned his position with the J. Rosenbaum Grain Co. about a year ago, will re-enter the grain business Mar. 1, 1923, with offices at 87 Board of Trade bldg. He and his son, Richard, the latter in charge of the Lafayette, Ind., office of Jackson Bros. & Co., are incorporators of the Uhlmann Grain Co., which will operate the M. K. & T. elvtr. being erected at Kansas City.

INDIANA

Star City, Ind.—Phillips & Minton's elvtr. was struck by lightning and slightly damaged Oct. 9.

Windfall, Ind.—The plant of the Farmers Elvtr. Co. will hereafter be operated under the management of J. A. Cole of Richey.

Morocco, Ind.—M. Duffy is out of the grain business as reported. It is now known as the Farmers Grain Co.—Farmers Grain Co.

Mulberry, Ind.—The Mulberry Grain Co. has not been operating its grinder or elevating machinery lately because of lack of power.

Foraker (Wakarusa p. o.), Ind.—The elvtr. of Shelly & Weaver has been completed. A feed mill will be added to the plant shortly.

Indianapolis, Ind.—Arthur Swanson, formerly with the Savers Grain Co. and the Swan Grain Co., is now in the Indianapolis office of the McCordle-Black Co.

Messick, Ind.—C. E. Byrket has bot the elvtr. of Milliken & Son, and the plant will be operated by John Leakey, who owns an interest in an elvtr. at New Lisbon.

Indianapolis, Ind.—H. W. De Vore & Co. of Toledo, O., and the Morrison-De Prez Co., seed dealers of Shelbyville, Ind., have been elected to membership in the Indiana Grain Dealers' Ass'n.

Mishawaka, Ind.—Harry Bannister of Wash has been elected mgr. of the Grange Elvtr. Co. to succeed A. E. Castleman who, with his brother, Carl, have formed the Castleman Nu-Coal Co.

Millgrove, Ind.—William Graves' elvtr. here was burned Oct. 4, the fire starting from defective wiring. The loss is estimated at \$18,000, covered by \$7,000 insurance. Mr. Graves will not rebuild.

Ora, Ind.—I have sold my interest in the elvtr. at this station to Ira E. Rinehart of Rochester, who will take charge about Nov. 1. I have operated this elvtr. for the past five years.—John F. Merkert.

Indianapolis, Ind.—The National Elvtr. Co. has leased Elvtr. "B" owned by the Cleveland Grain Co., which was burned in 1918. A new working house is being erected and the plant is expected to be in operation the first of the year. It has a capacity of about 600,000 bus.

Edgerton, Ind.—The Edgerton Grain & Coal Co. has been incorporated for \$40,000 by Amos Zook, Charles Bainbridge, William Burns and William Basting, J. M. Gerig, Henry Rathge, Robert Lamb, William Roussey, Charles Baumert, John Burk, Bernard Papenbrook, Charles Wieschen, Fred Viland and Samuel Atchison. The new firm will take over the business of the Edgerton Equity Union Exchange.

Indianapolis, Ind.—The Hart-Maibucher Co. is a newly-formed grain commission firm consisting of C. W. Maibucher, who has been in the grain business with Frank A. Witt for the last ten years, Donald T. Hart, formerly with the Bert A. Boyd Grain Co., and Willard E. Hart, who was associated with the National Elvtr. Co. for about six years. The new firm is located in the Board of Trade Bldg., and commenced business operations Oct. 23.

IOWA

Clemons, Ia.—Thieves broke into the plant of the Farmers Elvtr. Co. last month and stole nine automobile tires.

Des Moines, Ia.—J. M. Stark, supt. of the Des Moines Grain Elvtr. Co., and Miss May Mitchell were married Oct. 5.

Ellsworth, Ia.—Fifteen sacks of flour were stolen from the flour and feed room of the Farmers Elvtr. Co. this month.

Cedar Rapids, Ia.—The offices of the National Oats Co. will be located at this place, as reported, after Nov. 15.—G. D. Simonds, vice-pres.

Boxholm, Ia.—Our elvtr. addition was completed about three weeks ago. It has a capacity of 16,000 bus.—Boxholm Grain Co., J. B. Maricle.

Lakewood, Ia.—William Kuhl, formerly mgr. of the Farmers Elvtr. Co., has been employed as buyer by L. B. Spracher & Co. at Garretson, S. D.

Walnut, Ia.—We are operating our own mill and elvtr. We buy all kinds of grain.—Walnut Grain Co. It was leased last year by A. L. Hagelberger.

Clearfield, Ia.—Lloyd Carver has resigned his position with the First National Bank and will hereafter devote his entire time to the Carver Grain Co., of which he is a member.

Fontanelle, Ia.—L. R. Goff has resigned his position as mgr. of the Farmers Co-op. Co. with whom he has been for the last three years. His resignation takes effect Nov. 1.

Eddyville, Ia.—We recently sold our 20-inch attrition mill to Lamie & Hoose here. We installed a 24-inch attrition mill in its place as reported.—Weber & Huston, Columbus Junction.

Badger, Ia.—Canute Cleveland has succeeded Earl Bowen as mgr. of the Quaker Oats Co. at this place, Mr. Bowen having become associated with the Davenport Elvtr. Co. of Ellsworth, Minn.

LeGrand, Ia.—The LeGrand Elvtr. Co. has been improved by the erection of a 10x24-foot, 3,000-bu. addition, making the total capacity 13,000 bus., and the installation of a feed grinder.

Meriden, Ia.—C. W. Brower has resigned his position as mgr. of the Farmers Elvtr., and will hereafter be located at Marcus. Mr. Brower has been succeeded by Cletus Voyles and Albert Hurd acts as assistant mgr.

Cedar Rapids, Ia.—The Piper Mill & Grain Co. will buy grain directly from the farmers and is installing equipment for that purpose. This is a new firm, having been established by J. M. Piper, formerly with the National Oats Co.

Winthrop, Ia.—John Reidy, grain dealer of this place, died last month at the age of 61 years, after being ill for several months. He suffered a breakdown about two years ago, and never fully recovered. He is survived by his widow and four children.

Hornick, Ia.—The elvtrs. of the Armour Grain Co. and the Western Terminal Elvtr. Co. were burned Oct. 12 at a loss of approximately \$200,000. The fire started in the Armour plant, which contained about 45,000 bus. of grain. The Western Terminal elvtr., whose loss is insured for about \$17,000, contained 35,000 bus. of grain. It has not been definitely decided by the Armour Grain Co. whether to rebuild.

KANSAS

Paola, Kan.—J. O. Fowler's grain elvtr. is being improved.

Rexford, Kan.—Fred Mosher's elvtr. is now operated under the name Mosher & Son.

Great Bend, Kan.—The 275,000-bu. plant of the Walnut Creek Mlg. Co. is being completed at this time.

Edson, Kan.—The Shannon Grain Co. is erecting an elvtr. at this point, for which contract was awarded in July.

Kingman, Kan.—Nix Anderson has been transferred from this place to Cherokee, Okla., as mgr. of the Kingman Mills.

Ensign, Kan.—Fred E. Vance, formerly with the People's Grain Co. of Wilmore, is now in charge of the plant of the Farmers Grain & Supply Co. here.

Faulkner, Kan.—The Rea-Patterson Elvtr. Co. has leased its elvtr. at this point to the Farmers Union. The Union contemplates the erection of a plant.

Hoisington, Kan.—About 7,000 bus. of grain were spilled when one end of the elvtr. of the Ryan Grain Co. gave way last month. Damage is estimated at \$500.

Salina, Kan.—C. M. Connelly has resigned his position as chief grain inspector of the Board of Trade and will be succeeded by C. W. Winslow of Kansas City, Kan.

Goodland, Kan.—The Shannon Grain Co. has completed a 27,500-bu. elvtr. here, which will be operated under the management of Earl Ground of Hastings, Neb.

Ensign, Kan.—About 5,000 bus. of grain were spilled to the ground when the elvtr. here of the Security Elvtr. Co. sprung a leak. The damage has been repaired.

Osage City, Kan.—The partnership of Anstaett Bros. feed, grain and live stock dealers has been dissolved. Fred Anstaett has purchased the interest of H. M. Anstaett.

Georgia Spur (Murdock p. o.), Kan.—I sold my elvtr. to the estate of E. S. Greenleaf and it is being operated by Clyde Murphy of Kingman for them.—M. E. Greenleaf, Jacksonville, Ill.

Wichita, Kan.—E. G. Estill, mgr. of the Custer Mlg. Co. of Custer, Okla., which discontinued operating a short time ago, has become associated with the Red Star Mlg. Co. of this city.

Edgerton, Kan.—Farmers have purchased the plant and business of the Farmers Union Co-op. Business Ass'n and have incorporated as the Edgerton Elvtr. Co. The old company will give up its charter.

Salina, Kan.—O. F. Hoopes advertises on his letterheads that he is a member of the Salina Board of Trade. This is an error. He never has been a member.—Salina Board of Trade, by W. A. Talbot, Sec'y.

Formosa, Kan.—F. F. Jones, who was formerly with the Farmers Elvtr. & Merc. Co. of Woodston, Kan., is now local mgr. for this firm.—Jewel County Co-op. Ass'n.—Mr. Jones succeeds G. Roberts.

Burrton, Kan.—We do not know of any movement toward building a new elvtr. here.—Lyons Mlg. Co., by J. P. Kiddoe.—It was recently reported that farmers were organizing the Farmers Elvtr. Co.

Woodston, Kan.—Thieves visited the offices of the Woodston Grain Co. and the Farmers Elvtr. Co. They found about \$100 in cash and \$800 in checks at the former, and about \$5, a few notes and checks in the office of the Farmers Co.

Coffeyville, Kan.—Fred W. Woolcott, supt. of the Rea-Patterson Mlg. Co., was severely injured when the automobile in which he was driving was struck by a train a short time ago. It was erroneously reported that Mr. Woolcott was killed.

Salina, Kan.—The plant of the Weber Flour Mills was slightly damaged Oct. 6 by fire originating from friction in the elvtr. when a cup became loosened. As a result, the elvtr. became choked and caused the belt to slip on the head pulley.

Marysville, Kan.—N. S. Kerschen has resigned his position as pres. of the Marysville Mill & Elvtr. Co., and will be succeeded by George Mohrbacher. Arthur Hohn was elected vice-pres., H. A. Hohn, treas. and J. E. Riley, sec'y and general mgr.

Clyde, Kan.—I have removed from Superior, Neb., to this place. I have been representing the Clyde Mlg. & Elvtr. Co. in Kansas and Colorado. Having been transferred to the sales department of the company, I am moving to Clyde.—Charles Harber.

Grove (Delia p. o.), Kan.—The elvtr. of the Silver Lake Grain Co. was burned recently, the fire believed to have started from incendiary origin. The plant, which contained about 3,100 bus. of wheat, was being operated by J. H. Dougan of Perry, Kan. The wheat is insured.

Anthony, Kan.—H. L. Williamson, who has been in charge of the business of the Anthony Mills, a subsidiary of the Kansas Flour Mills Co. for about two years, will be located at Kansas City, Mo. hereafter as a sales mgr. for the latter company. L. R. Reeves has been transferred from Cherokee to Anthony to succeed Mr. Williamson.

KENTUCKY

Louisville, Ky.—George T. Wood & Son have established a new firm here.

Hopkinsville, Ky.—The mill and elvtr. of H. W. Edwards were burned recently at a loss of \$2,500. The plant has not been in operation for some time and bathers have been using it as a bath house while swimming in the mill pond. It is believed that a carelessly discarded cigarette caused the fire.

Glendale, Ky.—James T. Nelson has filed a petition against A. L. Cox, in circuit court requesting the sale of fifty shares of stock in the Glendale Mill & Elevator Co. to recover on a note of \$1,000 which was executed Aug. 2, 1919, and subject to credits of \$160. The note was originally executed to Marion Hoover and assigned to the plaintiff. The fifty shares of stock in the grain company were pledged as collateral.

MICHIGAN

Fremont, Mich.—We need a corn sheller.—McBride & Bradway.

Turner, Mich.—The elevator of L. Wolfe & Co. was burned last month.

Wheeler, Mich.—W. F. Bradford is the new manager of the elevator of the Breckenridge Bean & Grain Co.

Posen, Mich.—The Martindale Bean & Grain Co. recently installed a Hall Signaling Distributor in its plant.

Beulah, Mich.—The elevator of the Benzie Farmers Co-op. Ass'n has been equipped with Hall Signaling Distributor.

Bad Axe, Mich.—The elevator of the Bad Axe Grain Co. was burned Oct. 13 at a loss of \$15,000 which is partly covered by insurance.

Owosso, Mich.—The capital stock of the Albert Todd Co., Inc., dealer in hay and feed, has been increased from \$20,000 to \$35,000.

Montague, Mich.—The Walthers feed store has been sold to the Montague Farm Bureau Market Ass'n and it will be used as a warehouse.

Grand Rapids, Mich.—C. M. Saunders of the M. Saunders Co., doing a brokerage business here and at Toledo, O., will hereafter be connected with William H. Annin in the newly organized firm of W. H. Morchouse & Co. Toledo.

Hudson, Mich.—We have sold our grain and seed business to the Hudson Milling Co., as reported, to whom we have also leased our elevator. We are entirely out of the grain and seed business after a run of 64 years, from 1858.—James Muloney & Co.

Lachine, Mich.—Successor to the Lachine Elevator Co. is the Alpena Country Farm Bureau, and it has rented the elevator and warehouse at Cassineke, as reported. Its headquarters are at Alpena. Local name of the firm is the Thunder Bay Milling Co., and I am local agent at Lachine.—R. Krenzer.

New Baltimore, Mich.—The Marine City Farmers Co-op Elevator Co. of Marine City purchased the elevator of the New Baltimore Elevator Co., as reported, and it will be operated as a branch of the Marine City Co. I am secretary of the company and manager of the New Baltimore branch under Mr. Thomas, who is manager of the Marine City plant. We are installing a 25 h. p., phase electric motor.—H. A. Shaw, secretary.

Blissfield, Mich.—Herman Heiser, who has been in the grain business here and at Riga for about 23 years, has decided to retire from business activity. He was a partner with Mr. Calper for a number of years, until the business was sold to the Farmers Co-op. Grain & Produce Co. He later entered the grain business at Riga, but sold out to the Farmers Co-op Co., for whom he continued as manager. Vance Cameron has now succeeded him in this capacity.

MINNESOTA

St. Paul, Minn.—B. J. Loague has resigned his position as treasurer of the Equity Exchange.

Glyndon, Minn.—Leslie Welter's elevator and warehouse were burned the early part of October.

Glyndon, Minn.—The National Elevator Co. is moving its plant at this point repaired by the E. Ibberson Co.

Argusville, Minn.—The plant of the National Elevator Co. is being repaired and improved. Contract for the work was awarded to the T. E. Ibberson Co.

Virginia, Minn.—Edward A. Oie recently sold his interest in the Oie-Holcombe-Oie Co. to Henry Oie and George V. Holcomb, who will conduct the business under the original name of Virginia Hay & Grain Co.

St. Cloud, Minn.—I am not engaged in the grain business here.—E. L. Wurst.—Mr. Wurst recently resigned as manager of the Farmers Milling & Elevator Co. of Richmond.

Brandon, Minn.—The Farmers Elevator Co. has purchased the property and business of the Brandon Farmers & Merchants Union Elevator Co. which will go out of business.

Duluth, Minn.—F. T. Hurley will represent the Occident Elevator Co. of Minneapolis here. He has applied for membership in the Board of Trade, and will open an office.

Litchfield, Minn.—The new plant of the Independent Co-op. Elevator Co., which was erected to replace the one that was burned, will not be opened until the remaining stock has been sold.

Red Wing, Minn.—The Winona Malt & Grain Co. of Winona is not buying in Red Wing.—La Grange Mills.—It was recently reported that the Winona Co. had reopened its elevator at this point.

Duluth, Minn.—Louis Hanson, formerly president of the Ada Flour & Milling Co. of Ada and a member of the state grain board of appeals, died in a hospital a short time ago at the age of 69 years.

Marshall, Minn.—The Marshall Flour Mills Co. is a newly organized firm to take over the assets of the Marshall Milling Co. The personnel of the old company, which operates two elevators here, remains the same.

St. Paul, Minn.—The St. Paul Grain Co., incorporated for \$50,000. Walter Carstensen, formerly with the Sleepy Eye Milling Co., and later with the Pioneer Grain Co., is president; J. E. Jensen, who was also with the Pioneer Grain Co., is vice-president, and R. J. Johnstone of the Federal Grain Co., is secretary-treasurer. Offices have already been established.

Ceylon, Minn.—O. L. Shively, formerly manager of the Ceylon Farmers Elevator Co., who was alleged to have embezzled between \$15,000 and \$16,000, was sentenced to an indeterminate term of one to five years on Oct. 14. Shively, who admitted that he had lost the money in grain speculations, but denied that he had used it for his personal use, attempted to have the sentence deferred until spring.

Montgomery, Minn.—I have rented my elevator for the coming year to the Commander Elevator Co. and it has engaged the services of Matt Stanek as grain buyer. This arrangement is only temporary and I may be back in the business again next year.—John Sheehy.—It was reported that Mr. Sheehy, who has been in the grain business for about thirty-six years, had leased his elevator to L. N. Neusman.

MINNEAPOLIS LETTER.

Thomas R. Barrett is no longer in my employ, as reported. He has no successor as yet.—William Dalrymple.

Charles Wehmann, who is connected with H. Wehmann & Co., was married to Miss Helen Ludlam of Philadelphia, Pa., Oct. 11.

Edward H. Conkey has severed his connection with the Hallet & Carey Co. and will hereafter be associated with Edward Jones & Co.

G. E. Gee is planning to retire from the grain business, in which he has been for a number of years. He will sell his terminal elevator.

This company is liquidating and has practically been out of business for over a year. We are no longer licensed as grain commission men.—Carter, Sammis & Co., by Wm. D. Sammis.

The recent report that Louis Hanson, treasurer of the Montana & Dakota Grain Co., and a member of the firm, Hanson & Barzen Milling Co., died, is erroneous. The Mr. Hanson that died was located at Duluth and was a member of the state grain board of appeals and was formerly president of the Ada Flour & Milling Co. of Ada.

Walter S. Stratton, well known as a terminal elevator superintendent, died last month after a protracted illness. Mr. Stratton first became identified in the industry as superintendent of the St. Paul Warehouse & Elevator Co. at St. Paul. He then located in this city, in charge of the Great Northern elevator. Later, he assumed the superintendency of the Great Eastern Elevator, known as Elevator "H" or the Crescent elevator, now owned by the Van Dusen-Harrington Co. He was with the Union Terminal Elevator for a time, but at the time of his death, was again connected with the Great Eastern terminal. Mr. Stratton, who was 70 years of age, is survived by his wife, a son and brother.

MISSOURI

Treloar, Mo.—Henry Buescher is planning the erection of an elevator here.

St. Louis, Mo.—The plant of the Saxony Mills Co. was badly damaged by fire Oct. 7.

Cameron, Mo.—A mill has been installed which will be operated in connection with R. O. Pixlee's elevator.

Salisbury, Mo.—The plant of the Farmers Elevator Co. was burned a short time ago. The loss is insured.

Clinton, Mo.—A. J. Mann has purchased the interest of his partner, Fred C. Cook, in the Mann-Cook Grain Co.

Carthage, Mo.—The plant of the Cowgill & Hill Milling Co., containing about 75,000 bushels of wheat, was burned Oct. 11.

Osage City, Mo.—The J. M. Hays Grain Products Co., who recently completed an elevator here, has awarded the machinery contract for a 100-bushel mill.

St. Louis, Mo.—John Elliott has resigned his position with the Elmore-Schultz Grain Co. and has become connected with the J. H. Teasdale Commission Co.

Green Ridge, Mo.—Directors of the Green Ridge Elevator & Trading Co. have filed a petition of dissolution. The elevator supplies and fixtures will be sold.

St. Louis, Mo.—The following have applied for membership in the Merchants Exchange: George Batz, Elmer L. Fisher, G. A. Veninga, A. W. Izatt and George A. Chapman, the latter of Indianapolis.

Craig, Mo.—Fire originating in the cob house of the elevator of the Farmers Elevator Co. destroyed the plant and caused an explosion that injured about twenty men who were in the office at the time. Manager R. E. Sellers was badly burned about the arms and feet and one of the workmen suffered two broken ribs.

St. Louis, Mo.—The Merchants Exchange and seven grain firms who are members of the Exchange are the defendants in eight suits for \$21,450 brought against them by the administrator of the estate of Isaac T. Rhea, grain dealer of Nashville, Tenn., who died in 1917. It is claimed that in transactions entered by the defendants and Mr. Rhea, the former failed to fulfill contracts for delivery of grain. The suits claim damage resulting from a rule passed by the Merchants Exchange whereby it is alleged the grain firms failed to deliver the grain.

KANSAS CITY LETTER

T. A. O'Sullivan has applied for membership in the Board of Trade on a transfer from Alfred Weston. The membership sold for \$10,500, including transfer fee of \$500.

H. L. Williamson, who has been in charge of the Anthony Mills at Anthony, Kan., will hereafter be located in this city as sales manager for the Kansas Flour Mills Co., of which the Anthony Co. is a subsidiary. L. R. Reeves has been transferred from Cherokee to Anthony to succeed Mr. Williamson.

Fred Uhlmann, formerly connected with the J. Rosenbaum Grain Co. of Chicago, is planning to re-enter the grain business Mar. 1, 1923. He is one of the incorporators of the Uhlmann Grain Co. of this place and Chicago, which will operate the M. K. & T. elevator, being erected here. His son, Richard, is also an incorporator of the company. He is in charge of the Lafayette, Ind., office of Jackson Bros. & Co.

Members of the Board of Trade voted favorably Oct. 16 by a vote of 112 to 26 on an amendment to the exchange rules giving directors power to become the owner or lessee of any property for the use of the exchange. The action will facilitate steps necessary at any time for providing new or present quarters for the Board of Trade. It is understood that no plan for a new building or renewal of the lease on the present building is under consideration at this time.

MONTANA

Ingomar, Mont.—The Yellowstone Elevator Co. is erecting an elevator at this place.

Froid, Mont.—H. H. Thorpe is the new manager of the Farmers Elevator Co., succeeding George Hunter, who is now with the Occident Elevator Co.

Wibaux, Mont.—The Northern Grain & Warehouse Co. has opened an elvtr. at this point. It now operates fifty elvtrs. thruout Montana.

NEBRASKA

Plainview, Neb.—The Atlas Elvtr. Co. opened its plant here Oct. 1.

Hardy, Neb.—The plant of the Farmers Elvtr. Co. is now being operated by Mgr. Vining.

Fullerton, Neb.—The Fullerton Elvtr. Co. is planning the installation of a feed grinder.

Osmond, Neb.—The W. E. Trotter elvtr. was burned this month. The loss was partially insured.

Snyder, Neb.—Arthur Blyhl has resigned his position as mgr. of the Farmers Union Mfg. & Grain Co.

North Platte, Neb.—A 60-bbl. mill has been installed in the plant of the Nebraska Mill & Elvtr. Co.

Omaha, Neb.—The Holmquist Elvtr. Co. has been incorporated for \$100,000 by James W. Holmquist.

Ohio, Neb.—John Ahern has been elected to succeed Joseph Yates as mgr. of the elvtr. of the Farmers Union Co-op. Ass'n.

Sacramento, Neb.—The Farmers Union Elvtr. Co. is a new firm operating here under the management of Oscar Erickson.

Omaha, Neb.—The annual convention of the Nebraska Farmers Co-op. Grain & Live Stock Ass'n will be held in this city, Nov. 21-24 at the hotel Rome.

Pierce, Neb.—I have purchased the elvtr. and coal bins here, as reported, and expect to operate the same Nov. 1.—Schramm Grain & Coal Co., A. O. Schramm.

Petersburg, Neb.—R. H. Cole, who has been temporarily in charge of the Crowell Lumber & Grain Co. during the absence of Wilfred Van Akeren, is now located at Pender.

Prosser, Neb.—The Farmers Grain & Supply Co. of Hastings, is the new owner of the elvtr. of the Verona Grain & Lumber Co. The company has been operating this plant as a line elvtr.

Kenesaw, Neb.—A new trial in the suit for \$4,000 brot against a farmer by the Kenesaw Mill & Elvtr. Co. for non-delivery of wheat to the elvtr., will be held. A former verdict awarded \$500.

Norfolk, Neb.—The Norfolk Grain Corporation has been organized and incorporated under the laws of Delaware and will conduct a general brokerage business. J. F. Jacobs of New York is the pres.

Rogers, Neb.—The Farmers Co-op. Grain Co. has been organized and incorporated for \$25,000. Officers: Geo. E. Gless, pres.; J. E. Higgins, vice-pres.; George G. McVicker, sec'y and Edward Guynan, treas.

NEW ENGLAND

Charlotte, Vt.—The Richmond Grain Co. has completed its new grain warehouse.—S.

Clinton, Me.—Gerald Bros. are erecting a 60x60-foot addition to their grain storehouse.—S.

Portland, Me.—Walter S. Smith and Edward Fletcher have been elected to membership in the Chamber of Commerce.

Bath, Me.—The Oscar Holway Co. has sold its grain business here to Trott Bros., who will continue the business.—S.

Northfield, Vt.—Robert O. Miller has purchased the grain and feed business of J. O. Dunnell at Northfield Depot.—S.

Gardiner, Me.—The new grain elvtr. and warehouse of the Gray-Hildreth Co., three stories, 200x50 feet, has been completed.—S.

Bridgeton, Me.—The plant of Hamblen & Ingalls, which was burned recently, resulting in a loss of \$20,000, will be rebuilt at once.—S.

Chester, Vt.—W. L. Ware & Co., whose mill, office building and grain warehouse burned recently at a loss of \$20,000, will rebuild at once.—S.

Portsmouth, N. H.—The plant of the Rockingham Grain & Flour Co., which was badly damaged by fire recently, will be rebuilt at once.—S.

South Deerfield, Mass.—F. C. Kidder, who recently purchased the grain business of the E. T. Bridges estate, is having a new mill erected.—S.

Rockville, Conn.—Joseph and Max Levitt and Jacob Cohen, directors of the Rockville Grain & Coal Co., are conducting it on a partnership basis.—S.

Belchertown, Mass.—Ryther & Warren have awarded contract for the erection of their grain elvtr. at this place to the H. P. Cummings Construction Co.—S.

St. Johnsbury, Vt.—The grain business of W. E. Sherburne with main elvtr. at Glover and branch here, has been sold to Frank Gray, who will continue the business at the same location.—S.

Winsted, Conn.—The collapse of the floor of the grain shed of the Winsted Grain Co. recently, resulted in more than three tons of oats dropping into the Mad river. The grain was a total loss.—S.

Canton, Mass.—The warehouse of the Byam & Reynolds Co., which was filled with grain, was burned Oct. 4, at a loss estimated between \$35,000 and \$40,000. This is the second fire that the grain company has had this year, the other occurring in May, causing a \$500 loss.

Concord, N. H.—Work has been started on the erection of the new grain elvtr. for the Merrimack Farmers Exchange, which is to cost approximately \$20,000. It is expected to have the structure ready for use by Jan. 1. Ralph Parmenter is mgr. of the Exchange.—S.

Milton, Vt.—James A. Ryan, whose grain and feed plant was recently damaged by fire, plans the erection of an up-to-date plant to replace the burned structure. He has opened temporary quarters at one end of the Milton freight sheds. The fire resulted in a loss of about \$15,000.—S.

Newport, R. I.—The new grain storage warehouse of Mackenzie & Winslow, replacing the structure burned in May, is now occupied by the company. The storehouse is two stories, 113x40 feet, steel and cement, and makes the fourteenth storehouse operated by the company.—S.

North Adams, Mass.—A petition of Edward R. Bacon of Chicago as trustee of the Bell Mitchell Co. of Boston and involving the Hoosac Valley Coal & Grain Co., whereby the petitioner sought to have \$12,142 allowed to the Bell Mitchell Co. paid to him as trustee of creditors of the Bell Mitchell Co., has been denied by the bankruptcy court here. It is expected that about 25 cents on the dollar will be realized in dividends from the Hoosac Valley Coal & Grain Co., which went into bankruptcy in 1921.—S.

Colchester, Conn.—We started business Sept. 1 following a big housewarming dance held at our new building. This affair was one of the best advertisements I have seen, as it drew a tremendous crowd and has certainly helped business. Our new building is devoted exclusively to sacked grain. Plans are now being made for the erection of a similar building to be used for the same purpose. We expect to handle grain in straight cars mostly, as it is a better paying proposition.—P. Cutler, Inc., by P. Cutler, pres.

Stafford Springs, Conn.—George L. Dennis, 57, for years one of the leading grain dealers of this section, retired business man and a former member of the General Assembly, is dead at his home here, following an illness of several months. About three years ago he retired from active management of the George L. Dennis Grain and Feed Mill, which he had conducted for many years since the death of his father in 1904. At the age of 15 he entered the employ of his father's mill and grain store. He later became associated with the older Mr. Dennis in the business. He has been a member of the Boston Chamber of Commerce since 1910, and was interested in any movement having to do with importing and exporting of grain.—S.

NEW YORK

Manchester, N. Y.—Work has been started on a new elvtr. for Hosey & Moon. The plant will have a capacity of approximately 10,000 bus.

Auburn, N. Y.—B. A. Dean & Son, Inc., have purchased the Cady elvtr., which has been operated as the Merchants Grain Co., and will equip the plant with new machinery. Warren Dean will have charge of the business.

Buffalo, N. Y.—A new wholesale grain and feed business has been established here which will be known as Taylor & Shaw, Inc., located in the Chamber of Commerce. The company has been incorporated for \$100,000 and consists of Eugene Taylor and H. C. Shaw. Mr. Shaw was formerly local representative of the Taylor & Bournique Co.

Buffalo, N. Y.—Since F. A. McLellan has left we have organized the grain department and the writer has been made mgr. of this department. All matters that Mr. McLellan handled is now being handled by this department.—H.-O. Cereal Co., Inc., H. C. Venherm, mgr.

New York, N. Y.—Frank Cowgill, formerly with Lamson Bros. & Co., has formed a connection with Dennis, Brandt & Co. Robert Brandt, who has been in the grain business for about 25 years, has become a partner in the firm, which will do a general brokerage business here and at Baltimore.

Buffalo, N. Y.—The Pillsbury Flour Mills Co. has awarded contract for the erection of its 8,000-bbl. re-inforced concrete mill to be built at a cost of \$1,000,000. Work is to be started immediately and the plant is expected to be in operation in the fall of 1923. Contract was awarded to the Fegles Construction Co.

Buffalo, N. Y.—The new 635,000-bu. unit of the Dellwood Elvtr. Co., to cost \$350,000, is rapidly nearing completion, and is expected to be in readiness by Nov. 1. The present elvtr. has a capacity of about 1,250,000 bus. and when the addition has been completed, the total capacity will amount to about 2,000,000 bus. Plans are being made to increase this by the erection of a number of concrete storage tanks. The Fegles Construction Co. is doing the work.

Buffalo, N. Y.—George E. Pierce, owner of the Evans Grain Elvtr., which has been closed for some time, has sold the plant to Raymond T. Fiske as trustee for a syndicate. The elvtr. which has a capacity of 350,000 bus., and is valued at \$1,000,000, will be reopened some time this fall with Mr. Pierce in charge. Mr. Pierce, who will act as trustee for the new owners, went bankrupt some time ago, and is now the defendant in six suits brot against him for various sums between \$150 and \$540.

NORTH DAKOTA

Pillsbury, N. D.—The Pillsbury Elvtr. Co. has completed a 55,000-bu. elvtr. here.

Richardton, N. D.—Fred Weist is now acting as mgr. of the elvtr. of the Equity Exchange.

Bordulac, N. D.—E. A. Roach's elvtr. was burned Oct. 12 because of close proximity to another fire.

Cassellton, N. D.—The elvtr. of the Cassellton Elvtr. Co. is being overhauled by the T. E. Ibberson Co.

Crosby, N. D.—The cupola of the elvtr. of the Farmers Grain Co. was slightly damaged by fire recently.

McCanna, N. D.—William Albers, agt. for the McCanna Farm Co., died recently of lock jaw at the age of 42 years.

Balfour, N. D.—The plant here of the Osborne-McMillan Elvtr. Co. was badly damaged when it collapsed, due to overloading.

Walden, N. D.—The Walden Elvtr. Co. is having its plant overhauled. The old siding will be replaced with iron siding. Work is being done by the T. E. Ibberson Co.

Medina, N. D.—I am here temporarily to open up the defunct elvtr. of the Medina Mfg. Co. for the Winter-Truesdell-Ames Co. of Minneapolis as the company has leased it for this year.—P. M. Ingold.

Parshall, N. D.—A large annex will be erected to the elvtr. of the Minnesota Elvtr. Co., contract for which having been awarded to the T. E. Ibberson Co. The new addition will add 25,000 bus. to the present capacity.

Neche, N. D.—The plant recently burned at this point was a mill, not an elvtr., as reported. The Monarch Elvtr. Co. has installed a dump with 10-ton scale, and the Dodge Elvtr. Co. has installed a dump.—Agt. Dodge Elvtr. Co.

Grand Forks, N. D.—The North Dakota Wheat Growers Ass'n has filed a complaint with the attorney general at Bismarck, claiming that elvtrs. in various parts of the state have either refused to handle association wheat or lowered the grade when they learned that the grain was being pooled.

Grand Forks, N. D.—Completion of the steel terminal mill and elvtr. is going forward rapidly and it was expected to have the official opening Oct. 25. The industrial commission held a meeting during the month to decide on opening celebrations. Buell L. Simmons and O. I. Spencer have been appointed mgrs. of the elvtr. and mill, respectively, and a general mgr. will be appointed in a short time.

McCanna, N. D.—Repairing on our elvtr. has been completed. Contract was awarded to the E. Ibberson Co. Main repairs consist of the following: Cement foundation, new pan with its, new work floor and driveway, including scales. The elvtr. was also painted.—National vtr. Co., C. E. Carr, agt.

Drayton, N. D.—The Farmer Interstate Elvtr. the new owner of the elvtr. formerly connected by N. R. Tacklind, pres. of the Tri-state Country Grain Shippers Ass'n. The Farmers Interstate Elvtr. Co. was recently incorporated for \$12,000 by R. E. Herseth, Hilmer and M. G. Blackseth. Mr. Blackseth will have charge of the plant.

Starkweather, N. D.—The Farmers Grain Co. Devils Lake, N. D., whose elvtr. at this point was burned a short time ago, has awarded contract to the T. E. Ibberson Co. for a 30,000-lb. plant to replace it. The elvtr. will be equipped with two legs, Ibberson Double Distributor, twelve bins, slab foundation, 15 h. p. M Type "Z" Engine, a 100-bu. Fairbanks scale, a 10-ton, 16-foot Fairbanks Dump Scale, and a truck dump. Work will be started at once.

OHIO

Jewell, O.—The elvtr. of the Jewell Grain Co. burned Oct. 9.

Columbus, O.—The fall meeting of the Ohio Millers State Ass'n will be held here Nov. 14 and 15.

Osborne, O.—The Osborne Co-op. Grain Co. has installed a corn meal mill and a corn sacker.

Lockwood, O.—We are the successors of the cleaners store and elvtr. here.—W. A. Northway & Co.

Toledo, O.—L. J. Ulrich has been elected to membership in the Produce Exchange representing J. S. Bache & Co.

Van Wert, O.—Walter G. Kimmel has filed a voluntary petition of bankruptcy with assets of \$9,132 and liabilities \$73,667.

Groveport, O.—My 20,000-bu. elvtr. is just being erected.—William Leyshon.—Mr. Leyshon had planned to build some months ago.

Haviland, O.—I have leased the elvtrs. at this place, Worthington and Tipton, and will operate them until the first of March, 1923.—W. S. Bricker.

Van Wert, O.—J. W. McMillen, well known in the grain and hay industry, died the last part of September. He had been ill for several years.

Cincinnati, O.—The Grain & Hay Exchange is looking about for new quarters in which to establish itself until the Chamber of Commerce erects a new building.

Venice, O.—Clark Brown, who was formerly with the Willys-Brown Co. and B. W. Wasson Co. of this place, died Oct. 12 at his home in Hamilton, following a stroke of paralysis.

Mansfield, O.—I have secured a position with Meisler Bros. of Milwaukee, Wis., as mgr. of the feed dept. I was formerly with the Federal Mill & Elvtr. Co. of this place.—John F. Leckhardt.

Convoy, O.—D. A. Bricker has resigned as mgr. of the Convoy Equity Exchange Co. Jess Meinen, formerly of Middlepoint with the Middlepoint Equity Exchange, has been hired to take his place.—W. S. Bricker, Haviland.

Cincinnati, O.—A. Bart Horton, receiver for the Van Leunen Co., grain dealers, recently bankrupt, has not as yet been able to approximate the total assets of the company, but states the total liabilities amount to \$18,000.—W.

Troy, O.—G. N. Falknor & Sons of Kessler West Milton p. o.) have purchased the elvtr. here of Heikes Bros. The newly acquired property will be under the management of Edward Falknor, while his father and brother continue to operate the elvtr. at Kessler.

New Bremen, O.—I have become vice-pres. and mgr. of the Lock Two Grain & Mfg. Co., prop. of the Lock Two Flour Mills. We have entered the coal business. We contemplate installing a feed grinder and an attrition mill in our mill here. We have just completed a new office, flour and feed room at our plant at St. Marys, and are now installing a seed cleaner and electric motor in the plant at Kettlersville.—Lock Two Grain & Mfg. Co., George H. McConnell, vice-pres.

Clyde, O.—James Sommers has been transferred from Havana to this place as mgr. of the Irvin T. Fangboner Elvtr. Co., succeeding Laurel C. Kern, who is now with the Green Creek elvtr. Myron Potter of Fremont has succeeded Mr. Sommers at Havana.

Toledo, O.—The business of the grain and seed firm of W. H. Morehouse & Co., which was discontinued after the death of Frank W. Annin, owner, will be continued by his son, William Annin, who has been a member of the firm for ten years. C. M. Saunders, formerly of the C. M. Saunders Co., and the Saunders-Weider Co. of Huntington, W. Va., and the Ashland Trading Co. of Ashland, Ky., will also be associated with the company.

OKLAHOMA

Erick, Okla.—The elvtr. of the Erick Wheat Growers Ass'n was burned Oct. 6.

Enid, Okla.—The Henry Bird Grain Co. has succeeded the Bird-Winslow Grain Co.

Cherokee, Okla.—A feed mixer has been installed in the plant of the Kelso Grain Elvtr. Co.

Perry, Okla.—Mrs. E. J. Miller, wife of Mgr. Miller of the E. J. Miller Grain Co., died in a hospital recently after a short illness.

Norman, Okla.—We are just starting the mill and grain business and expect to operate an elvtr. in connection with the mill.—Criswell Mill Co.

Weatherford, Okla.—The capital stock of the Farmers Union Exchange has been increased to \$25,000 by E. L. Perkins, H. E. Boese and Harry Ayres.

Custer, Okla.—The Custer Mfg. Co. has discontinued operating and B. G. Estill, mgr., will be connected with the Red Star Mfg. Co. of Wichita, Kan.

Cherokee, Okla.—Nix Anderson has been transferred from Kingman, Kan., to this place, where he succeeds Roy Reeves as mgr. of the Kingman Mills.

Oklahoma City, Okla.—C. U. Connelley, pres. and general mgr. of the Plansifter Mfg. Co., has purchased P. L. Jacobson's interest in the company. Mr. Jacobson retired the first of this month.

Cushing, Okla.—The Farmers Union Co-op. Exchange has been incorporated for \$10,000 by H. Schnack, J. C. Freund, Elmer McLaury and Orlando Shotwell of this place and O. D. Kinzie of Ripley.

Erick, Okla.—The name of the Farmers Co-op. Co. has been changed to the Farmers Co-op. Elvtr. Co. The company has been incorporated for \$25,000 by J. W. Brady of Mayfield, Okla., J. J. Balkcans and G. B. Toon of this city.

Muskogee, Okla.—Joseph S. Morris, who has been located at McAlester in the employ of the Hardeman-King Co., has been transferred to this place, where he will have charge of the Muskogee Mill & Elvtr. which the Hardeman Co. recently leased.

Thomas, Okla.—The Thomas Mill & Grain Co. expects to have its new plant in operation by the end of this month, which will be under the management of C. E. Austin. The elvtr. has a capacity of 25,000 bus., and the mill, 250 bbls., which is an increase of 50 bbls.

Guthrie, Okla.—An involuntary petition of bankruptcy was filed against Frank S. Gresham of the Gresham Flour Mills Corp., and not voluntary, as reported. The company is not bankrupt, but the property is said to be heavily involved, and business is not being conducted.

El Reno, Okla.—Karl Humphrey, general mgr. of the El Reno Mill & Elvtr. Co., has been elected a member of the board of directors of the Oklahoma Chamber of Commerce. Operation of the elvtr. was suspended for a few days recently when the main line shaft became temporarily disabled.

Nowata, Okla.—The Young Bros. Grain & Hay Co., which was recently incorporated for \$100,000, is composed of C. D. Young, A. D. Young and O. P. Bray. The firm was formerly known as the Young-Bray Co. A. D. Young will be in charge of the business as mgr., and Mr. Bray, who was vice-pres. of the Young-Bray Co., will look after the loading at the company's branch stations.

OREGON

Portland, Ore.—R. S. McCarl and W. L. Wilson have formed a grain and mfg. firm to be known as the McCarl & Wilson Grain Co. Mr. McCarl, who was formerly with the Portland Flouring Mills Co., will be in charge of the business and Mr. Wilson will manage the grain department.

Portland, Ore.—The Sperry Flour Co. of San Francisco has taken over the business of the Portland Flouring Mills Co. of this city. J. D. Armstrong of Tacoma, who was general mgr. of the Sperry Co. at Tacoma, Spokane and Creston, has been elected pres. of the Portland Flour Mills Co., a recently organized subsidiary of the Sperry Co. and the Pacific Coast Elvtr. Co. Frank L. Shull, formerly president of the Portland Flouring Mills Co., is now vice-pres. of the Portland Flour Mills Co. Holders of the \$3,000,000 bond issue of the Portland Flour Mills Co. have taken the legal steps by foreclosure to make the transfer of the property to the Sperry Co.

Portland, Ore.—Farmers storing grain in quasi-public warehouses won a point in the federal court this month when it was decided that the farmers can not be bound by terms of leases between owners of the warehouses and owners of the property, unless they are fully apprised of the nature of the leases. This decision arose in the suit by O. H. Reeder of Myrick, a farmer who lost considerable supply of grain in a fire which destroyed the warehouse at Myrick. Mr. Reeder sued the Northern Pacific Railway Co., owner of the property, because the railroad company allowed the fire to spread to the warehouse. Terms in the lease which was held by operators of the warehouse protecting the company against damage, were held invalid by the court.

PENNSYLVANIA

Center Hall, Pa.—William McClenahan is the new owner of the plant of the Foreman Grain Co., having purchased it for the sum of \$4,500.

Pittsburgh, Pa.—W. O. Forker has severed his connection with E. D. Dier & Co., and will hereafter be associated with A. E. Maston & Co. He will be in charge of the grain department.

Bangor, Pa.—We have a grain storage of 90,000 bus. and are at present erecting additional storage of brick and steel construction, which will have a capacity of 300 to 400 tons. Business is good.—Flory Mfg. Co. per George I. Godshalk.

SOUTH DAKOTA

Astoria, S. D.—We have installed an all steel truck and wagon dump.—George P. Sexauer & Son.

Altamont, S. D.—The erection of a storage building is being planned by the Farmers Grain & Lumber Co.

Oacoma, S. D.—The Farmers Elvtr. Co. has completed a new plant at this point, which has already been put in operation.

Kennebec, S. D.—The Farmers Union Co-op. Shipping Ass'n has built three bins and has a blower to handle grain.—P. L. Hansen, agt. C. W. Derr.

Redelm, S. D.—The plant of the George C. Bagley Elvtr. Co., which was closed last March, has been re-opened and will be operated under the management of Anson Callen.

Winner, S. D.—The elvtr. of the Rosebud Grain Co. was burned a short time ago, the fire starting from a locomotive spark. The plant was filled with grain. Loss is insured.

Freeman, S. D.—J. J. Miller and Louis and Albert Waltner are planning the erection of elvtrs. here and at Marion. The elvtrs. will have a capacity of 50 bbls. Work will be started some time this fall.

Vermillion, S. D.—The J. J. Mullaney Elvtr. at this point was burned Oct. 15. Efficient firemen entered the elvtr., closed the doors and succeeded in stopping the fire. The cribbing was badly damaged and the roof burned off. The loss is insured.

Garretson, S. D.—I purchased the elvtr. here from the Monarch Elvtr. Co. of Minneapolis, Minn. It was formerly the Northwestern elvtr. I have leased the elvtr. to L. B. Spracher & Co. of Sioux Falls and they have employed William Kuhl of Lakewood, Ia., as buyer.—B. H. Moreland, Luverne.

Kimball, S. D.—The Kimball Roller Mill & Elvtr. have been reorganized and the capital stock has been increased from \$20,000 to \$30,000. The plant has been idle for some time. Officers are George Abild, pres. and F. E. Winter, financial sec'y-treas.

SOUTHEAST

Camak, Ga.—R. L. Moore recently installed a Hall Signaling Distributor in his elvtr.

Andrews, S. C.—I am planning to handle grain and mill feed with my business here.—G. S. Wollam.

Birmingham, Ala.—Mrs. S. S. Cosby, wife of S. S. Cosby, vice-pres. of the Birmingham Flour & Grain Co., died Oct. 11.

Foley, Ala.—Walter S. Richardson, who was formerly in the grain business at Pensacola, Fla., will have charge of the grain and grocery brokerage business of the South Baldwin Wholesale Co. Quarters will be located in the warehouse of the Farmers Co-op. Ass'n until a site is obtained on which the company will build its own plant.

Norfolk, Va.—The municipal grain elvtr., the first unit of the new municipal waterfront terminal which, when completed, will cost \$5,000,000, is rapidly nearing completion and is expected to be in readiness about the middle of November. The elvtr., whose anticipated completion in September was delayed by the railroad strike and the non-delivery of materials, was erected at a cost of \$1,000,000, including the machinery and bulkheads. It will be electrically driven. A merchandise pier, open wharves and warehouses, which will compose the terminal, are yet to be erected. Plans for the terminal were drawn by the Folwell-Ahlskog Co., and the elvtr. is being constructed by the A. M. Crain Co. The combined capacity of the elvtr. and concrete storage bins will be 1,000,000 bus.

TENNESSEE

Memphis, Tenn.—The elvtr. of the Sessum Grain Co. was burned Oct. 7 at a loss estimated at \$60,000, insured. Several firemen were injured.

NASHVILLE LETTER.

The Caswell E. Rose Co. is erecting an elvtr. McAlexander & Co., brokers, are out of business.

W. H. Crozier & Co. are planning to build a warehouse.

The Allen Grain Co. is now known as the Allen-Scales Grain Co.

TEXAS

Dallas, Tex.—The Vockel-McLain Co. is out of business.

Fort Worth, Tex.—The office of the Beatty-Archer Co. has been closed.

Fort Worth, Tex.—McCauley & Co. have established a new grain and cotton business here.

Terrell, Tex.—The warehouse of Matthews & Austin, grain dealers, was burned a short time ago.

Beaumont, Tex.—Edw. Cahill of Orange has become connected with the Josey-Miller Grain Co. of this place.

Tahoka, Tex.—B. F. Montgomery has sold his interest in the Tahoka Coal & Grain Co., and will hereafter be located at Carlsbad, N. M.

Hedley, Tex.—The Farmers Equity Union, Inc., has been incorporated for \$20,000 by J. W. Stogner, J. N. Benson and Orville Doherty.

Kings Mill, Tex.—F. E. Percival succeeded C. R. Holmon July 5 and I succeeded Mr. Percival Sept. 15.—J. H. Johnson, mgr. Ecla Grain Co.

Corpus Christi, Tex.—The Yoakum Mill & Elvtr. Co. of Yoakum will erect an elvtr. and warehouse at this point to be operated under the management of J. W. Walker.

Abilene, Tex.—The Texas Mill & Elvtr. Co., of which Mack L. Wyatt is pres., has completed a \$152,000 mill and elvtr. here. It has already been opened for business.

Floydada, Tex.—We operate two warehouses and a coal yard with seven 1,000-bu. grain tanks, and two movable car loaders for handling our grain in and out. Own our own property free of incumbrance, and will construct an elvtr. whenever conditions justify.—Boothe Bros., by C. W. Boothe.

Brownwood, Tex.—A warehouse of the Austin Mill & Grain Co. was burned recently at a loss of about \$10,000. The company recently increased its capital stock from \$75,000 to \$150,000.

Plainview, Tex.—The E. T. Coleman Co., which recently succeeded the grain and coal business of E. T. Coleman, will deal in grain, feed, coal and lumber. The company has been incorporated for \$20,000 by E. T. and M. R. Coleman and Capt. C. W. Tandy.

WASHINGTON

Molson, Wash.—W. R. Messamore is having a new warehouse erected.

Colfax, Wash.—M. C. Roberts is not out of the grain business and his office is now being occupied by the Northern Grain & Warehouse Co.

Colfax, Wash.—The C. S. Bassett Grain Co. has taken over the warehouses of the Colfax Mfg. Co. located at this place, Manning, Step-toe, Cashup, Thornton and Blackwell.

Rockford, Wash.—Daniels Bros. of the Worley Implement Feed & Grain Co. of Worley, Idaho, have bot the business of Dennis Sullivan and will hereafter conduct it under the name Rockford Implement, Feed & Grain Co.

WISCONSIN

Scandinavia, Wis.—The Scandinavia Co-op. Produce Co. is the new name of the Scandinavia Farm Produce Co.

Sun Prairie, Wis.—A 13,500-bu. elvtr. is being erected for Chase & Son to replace the one that was burned last winter.

Milwaukee, Wis.—The memberships of F. P. Goodrich and W. N. Fiebrantz, deceased, in the Chamber of Commerce, have been posted for transfer to W. O. Goodrich, Jr., and E. G. Hadden, respectively.

Kilbourn, Wis.—The elvtr. of the Kilbourn Equity Exchange, owned by George Gray and that of Harry D. Corning, which was recently sold to the Exchange, were burned Oct. 4 in a fire that threatened the entire town.

Watertown, Wis.—Due to the sale of our Portage mill recently, the capital stock is being reduced from \$200,000 to \$100,000 on the common, as reported, and a preferred issue of \$20,000 is being put out.—Globe Mfg. Co.

Park Falls, Wis.—Plans are now being made for the mid-winter grain show of Northern Wisconsin to be held at this place, Jan. 3, 4 and 5. Douglas, Burnett, Barron, Sawyer, Bayfield, Ashland, Price, Rusk, Vilas, Iron and Oneida counties will be represented by exhibitors and demonstrations. The process of the preparing and cleaning of seed grains, preparation of corn for planting and other practical demonstrations will be shown.

RYE is to be the medium of exchange of the German free state of Oldenburg, according to word just received by the Department of Commerce from its commercial attache in Berlin. A "Rye-note" is to be issued based upon a rye value and will be worth a certain amount of rye. After four years the holder of the note is to receive the gold value then prevalent for the amount of rye indicated on the note.

Weight Standardizing Equipment at New Orleans.

Geo. S. Colby, who combines the duties of weighmaster with those of chief inspector at New Orleans, La., has been provided by the Board of Trade with a modern equal arm precision balance and set of standard weights.

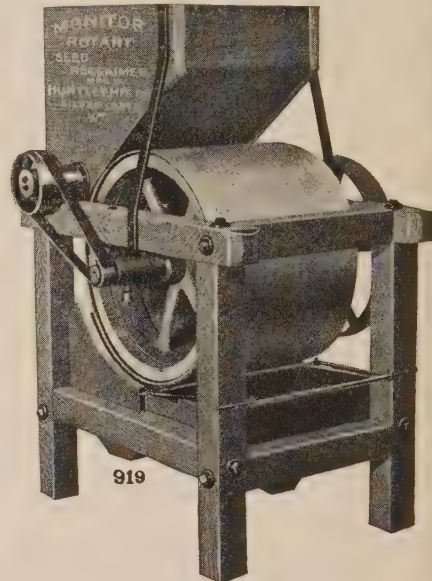
The balance has a capacity of 50 lbs., and will indicate a difference of as little as one-tenth of a grain on a 50-lb. weight.

In many instances the standard weights and balance equipment are secured and kept as a sort of office ornament which serves no further practical purpose. In the case of the New Orleans Board of Trade Weighing Department, however, the equipment is regularly employed in maintaining to a high standard the weights used in testing and adjusting the grain hopper scales and weighing devices which come under the jurisdiction of the New Orleans Board of Trade.

Rotary Seed Reclaimer.

Clover seed is so valuable that the new Monitor Rotary Seed Reclaimer will be a welcome addition to the equipment of all grass seed cleaning plants.

This machine has a definite place in the line of cleaning machinery, coming in where the tailings leave the regular seed cleaner. Taking the clean tailings from the seed cleaner the purpose of this machine is to eliminate buckhorn and other foul seeds of a like shape and size. It is not designed to work on tailings which contain dust, sweepings, material taken out by the air separators, or other similar



Rotary Seed Recleaner.

refuse. It does its work on a graded seed better than on a stock in which large and small seeds are mixed.

As shown in the engraving herewith the machine consists of a hopper, feeder roll, delicately perforated screen and a large cylinder covered with sail-cloth to hold the seed against the screen. It is mounted in a substantial frame, and the sail-cloth is the only part requiring replacement due to wear. Running at 50 to 60 r. p. m. the machine requires only one-fourth horse power.

The principle upon which the machine operates is that clover seed is approximately round stock, making it possible to separate buckhorn, plantain, thistle seeds, and in fact anything of an oblong shape. The tailings made in cleaning clover seed are more or less high in good stock and a source of loss; but the new machine in one operation will remove from 80 to 90 per cent of the good seeds contained in the tailings and this stock will contain not over 5 per cent of impurities, and this cleaned stock, by the second operation, can be cleaned within 2 per cent of impurities. Also by further operation a larger per cent of cleaned stock can be removed from the tailings left after the first operation.

In capacity, one unit of the machine will handle approximately two pounds a minute of heavy tailings. A greater capacity can be secured by using two or three units, which are furnished single or mounted in a frame as desired, each with its separate feed.

Seedsmen who have installed these machines are highly gratified with their success in effecting a saving that hitherto has been impossible. Many of them have been placed by the Huntley Mfg. Co.

By A VOTE of 1735½ to 72½ the U. S. Chamber of Commerce is committed in favor of making par remittance in payment of checks general thruout the land. However the banks will object to performing the service for nothing.

Grain Carriers

THE FRISCO has placed orders for 35 heavy duty freight locomotives.

DUE to a local longshoreman's strike, 30 ships are tied up at Philadelphia.

THE SANTA FE has ordered 5,150 freight cars, of which 1,000 are box cars.

THE NORTHERN PACIFIC placed an embargo Oct. 18 on the movement of grain cars east out of St. Paul and Minneapolis.

ORDERS have been given by the Great Northern and Northern Pacific railroads which will not permit their cars to leave their own tracks.

TWO BOATS at Toledo have been held up for eight days due to inability to find a place to unload. All elevators there are filled to capacity.

EXAMINER Cassidy of the I. C. C. will hold a hearing at Portland, Ore., Oct. 28 on the complaint by the Pacific Grain Co. v. Northern Pacific.

RATES on grain by lake and rail from Chicago are now one-half cent higher than all rail, so exporters are shipping via the latter method.

GRAIN RATE adjustments were discussed at a meeting held Oct. 9 at Austin, Tex. The rate adjustments were proposed by the Texas Railroad Commission.

THE ROCK ISLAND has embargoed loading of freight east and west of Estherville, Ia. The empties are going to South Dakota for the loading of potatoes.

TRANSIT PRIVILEGES on grain and grain products at Dayton, O., are the subject of a hearing to be held Oct. 30 at Cincinnati by Examiner Witters of the I. C. C.

LOADINGS of grain in western Canada are breaking all records. The Canadian Pacific reports having loaded more than double what it did during the bumper crop of 1915.

THE WICHITA & North Western Ry. applied to the Public Utilities Commission of Kansas for an increase of five cents per bushel in grain rates on shipments originating on its road.

MEMBERS of the Chicago Board of Trade have wired Pres. Harding to call his attention to the car shortage. Altho railroads claim to be furnishing as many cars as possible, the clamor for more cars is growing louder.

A MEETING held Oct. 11, in New York City to discuss shipping conditions thru Buffalo resulted in the appointment of a com'tee to look into the matter and recommend if possible the consolidation of cargoes to conserve storage space.

THE ORDER of the Interstate Commerce Commission that box cars be returned empty to the point of origin may be protested on the grounds that the cars should be filled with grain and not moved empty after they are unloaded.

THE INTERSTATE Commerce Commission in supplemental report on No. 11140 has modified its finding therein to exclude rates on grain from points in South Dakota to Sioux City, Ia., when originating east of the Missouri River.

RAILROADS are requesting shippers to load cars to 10 per cent above marked capacity, to load in one day, especially grain, to not ship to glutted markets, to work overtime to finish loading in one day and to not reject cars with small defects.

TO RELIEVE the live stock industry which is suffering from a long extended drouth in New Mexico, the Santa Fe has established emergency freight rates of one-half the present tariff on shipments of feed to that territory. The rate went into effect Oct. 20 and will continue to Dec. 31. The reduction affects corn,

hay and alfalfa and other articles taking the same rates from stations in Texas, Oklahoma, Colorado, and Kansas, also St. Joseph, Mo. and Superior, Neb.

BY USE of transit tonnage and payment of the one-half cent per 100 pounds penalty, carloads for Philadelphia proper may be loaded out and switched to any regular unloading track to better advantage than under the regular switching tariffs.

THE INTERSTATE Commerce Commission has ordered eastern railroads to deliver more cars to western roads. The Pennsylvania has been ordered to deliver 1000 cars to the Burlington, which will distribute them to the Northern Pacific and Great Northern.

AN EMBARGO has been placed against all carload freight by the Rock Island from connections at Kansas City, Mo., destined to points east of Kansas City, and on freight from Kansas City to St. Louis and beyond, subject to embargoes on connecting lines.

AS A RESULT of telegrams sent by the Omaha Grain Exchange to railroad presidents, to the Interstate Commerce Commission and the American Railway Ass'n, promises of cars for the territory tributary to Omaha have been given. Much old corn remains to be moved with the new crop waiting.

THE PROPOSED requirement that waiver of inbound freight bills be a condition precedent to the application of proportional rates on grain from Minneapolis has been found by the Interstate Commerce Commission to be not justified. The suspended schedules were ordered cancelled before Nov. 15.

BOSTON, MASS.—This port will have increased grain receiving facilities thru a new line of the Rutland Ry. via lake and rail thru Ogdensburg, N. Y. D. Sullivan & Co. of Chicago plan the operation of a 600,000 bu. grain elevator at Ogdensburg as well as several steamers to Western lake ports.—S.

MONTREAL harbor is working 24 hours daily and 7 days a week, so great is the rush of grain at that point. At present there are 90 vessels there, more than half waiting for grain, and 21 tramp steamers are coming in for grain. The elevator capacity is 8,600,000 bus. and the stocks on hand are 5,000,000 bus. with 910 cars on track and nine lake vessels unloading. Fourteen more vessels will be in soon with additional grain.

LOADINGS of all classes of revenue freight on American railroads totaled 968,169 for the week ended Oct. 7, reports the American Railway Ass'n. This was an increase of 64,488 over the corresponding week in 1921. Grain and grain products totaled 50,553 cars, a decrease of 3,904 under the total of the corresponding period a year ago. Cars in bad order, or in need of repairs, totaled 291,654 on Oct. 1, or 12.8 per cent of the cars on all lines. This total is 32,929 less than the total in need of repairs on July 1, when the shopmen's strike began.

DUE to the rush of grain coming to Montreal, the grain clearance board of that port issued the following regulation: "On and after Oct. 2, vessels taking full cargoes of grain will be berthed and loaded in the order in which certificates of readiness to load are issued by the port warden, provided their grain cargo is in the elevator or can be arranged for thru the grain clearance board, and loading will be continued until completed. Vessels shall lose their turn when their grain cargoes are not here or cannot be provided for, but shall remain on turn in their order of readiness. Similarly, vessels ready but wishing to defer their loading shall retain their position on turn."

THE SHORTAGE of the French wheat crop is estimated at 88,000,000 bus. by the minister of agriculture of France, all of which will have to be purchased abroad, against practically none last season.

Transportation Crippled by Government Interference.

Julius H. Barnes, while at Chicago last week, placed his finger on the underlying cause of the present shortage in railroad facilities, when he said:

Too Much Government in Business.—The effects of unwise injection of government in industry extends itself over many years of actual suffering and loss. I use, for instance, the situation in the grain trade and particularly as affecting the west. I speak with special interest, because with thirty years' experience as a grain exporter I am personally competent to point this out to the grain trade. The direct losses of the present situation depends upon the prosperity of the grain area of the west and the grain trade will comprehend the usual results which flow from inadequate transportation.

Trunk Lines Not Contracting for Export.—Between Buffalo and New York the four great trunk lines serving that port have since the first of September not contracted for a single bushel of grain for export movement. This constriction of the free flow has resulted in an advance in the wheat price in Liverpool exceeding the advance in Chicago and American markets by 5 to 7c per bu.

Moreover, within ten days the lake freight on grains from the Lake Superior port of Duluth and the eastern lake port of Buffalo has advanced from 2 to 5c per bu. This increase is the measure of the vessel owners' apprehension that the grain filled elevators of Buffalo cannot discharge the lake carriers on arrival and that the carrier will lose its earnings by lying in the port of Buffalo with undischarged grain, because the railroads east of Buffalo do not relieve the elevators of their accumulation there. The same condition exists between Chicago and Omaha and other western markets.

Effect Is to Lower Interior Prices.—Corn for September delivery in Chicago was worth around 63c on Saturday, while if that corn is delayed by inadequate transportation in December it will bring only 60c. Oats for September will bring 41½c and for December 37c. Country elevators are full of corn and oats that should be moved to market on the higher price of current delivery, but which by every analysis of available transportation in sight will not arrive before the lower market basis for December instead. Therefore, the price paid the growers of the west represents the hazard of that delayed transportation, instead of the immediate market available at the close of September if such grains could have been shipped and delivered.

The sum total of all these factors with relation to the wheat, corn, and oats marketed by the farmers in the west may be fairly rated as to 5c to 10c lower than the present market would justify if supplied with liquid and adequate transportation. If Nebraska raises 500,000,000 bu. of grain, and if this condition should maintain thruout the crop year, it would mean that farmers there would be deprived of \$25,000,000 to \$50,000,000 of possible earnings on their grain crop, and I do not need to point out what \$25,000,000 to \$50,000,000 enlarged spending power of the farmers would mean to other industries as well.

In this whole situation we see the evil reflected to the farmers of the west and on this one commodity of grain alone arising out of inadequate transportation.

It is clear that for the latter the unwise government policy of the last two years may fairly be judged to blame. The unfair and unwise restriction of railroad opportunity for proper earnings dried up the sources of their credit and gave them operating deficiencies instead of surpluses. Therefore, from neither source was possible the means of replenishing and enlarging railroad equipment, for the lack of which we now suffer to this tremendous extent. Organized business must play its part in finding the solution of this menace of trade suspension or interruption.

THE PORTUGUESE government has authorized the importation of 30 million kilograms of wheat.

EFFECTIVE Nov. 1, the certification of invoices in shipments to Mexico will cost five per cent of the value of the shipment. The former charge was three per cent.

SHIPMENTS of linseed from Argentine last week were larger than for many weeks, but it is not possible to buy any seed afloat and October loadings, probably arriving in December to make January forward oil, are quoted as high as any prompt shipments of the past three months. This would not indicate large supplies from Argentine for the winter.—Archer-Daniels Linseed Co., Minneapolis, Minn.

Seeds

GALVESTON, TEX.—R. P. Hargrave has succeeded the late J. F. Hargrave as manager of the Hargrave Seed Co.

COLUMBUS, O.—The Livingston Seed Co. has bot complete seed equipment, consisting of special seed scales and a bag sealer.

THE COLORADO PURE Seed Show will be held Nov. 14 to 18 at Colorado Springs, Colo. This is the first show of its kind to be held in that state.

BLOOMINGTON, ILL.—O. P. Tieman, formerly connected with the Funk Bros. Seed Co., has opened the Illinois Seed Corn Testing Laboratory in the Deere Bldg., here.

SANFORD, FLA.—The report that we filed a voluntary petition in bankruptcy is untrue. We are still in business and are not bankrupt. —The L. Allen Seed Co., L. Allen, pres.

GEORGETOWN, KY.—The warehouse and seed-cleaning plant of G. M. Taylor burned Oct. 5 with a loss of \$66,000, of which \$36,000 was bluegrass seed and \$20,000 machinery. Insurance partly covered the loss.

WEATHER conditions, defective seed, diseased plants and insects are given by the Dept. of Agriculture as the reason that but 64 per cent of corn planted by farmers is accounted for in actual harvest. The crops would be larger by 50 per cent if those conditions could be eliminated.

HOPKINSVILLE, KY.—A Williams Grinder in the Acme Mills here was wrecked at 8:30 a. m., Oct. 11 by what seemed to be an explosion. The machine was broken into pieces and the workmen claim to have seen fire spurting out of it, but nothing was burned. It is undecided whether it was a dust explosion or a mechanical breakdown.

TREATING WHEAT seeds with sulphate of manganese and immersing them in water has been shown by experiments to be beneficial to the germination of the seeds. In a field where both untreated and treated seeds were planted, it was clearly shown that the treated seeds produced the better crop. The experiments were performed by G. D'Ippolito in Italy.

SEPARATION of weevil infected beans from sound beans can be accomplished by the employment of a liquid of such density as will allow the separation to take place automatically, the sound beans sinking to the bottom and the infected ones rising to the surface. In experiments performed by Brocq Rousseau in Paris, white beans infected to the extent of 67 per cent were separated by the use of a solution of 50 per cent sodium nitrate with a density of 1.418. Red beans infected to the extent of 1, 6 and 20 per cent were separated

with a solution of 25 per cent of sea salt, specific gravity 1.26. Washing the beans immediately after separation makes them fit for human consumption.

HUBAM or annual white sweet clover seed has been increased in production until 15 per cent of the 1921 crop remains unsold and the 1922 crop is being offered at 20 to 40 cents per pound, depending upon quality. In 1920 when this crop was started the price was more than \$2 per pound. The average yield per acre is about 210 pounds and this year the quality is fair to good.

CANADIAN BLUEGRASS seed is causing trouble to dealers in germination tests as it is extremely sensitive to conditions affecting its germination. The U. S. Dept. of Agriculture is endeavoring to develop a method of testing that will overcome the conditions and give a uniform result. It has been found that a great variation occurs in samples due to temperature and light. Certain temperature schedules and exposure to light cause the seed to give a distinctly higher germination test, and even with the above conditions some samples do not germinate completely. The work in progress by the department will determine all the factors necessary to make a dependable test.

TOLEDO, O.—Sentiment on clover seed is somewhat mixed. Fresh investment buying has been light. Longs were sellers during the week and market sold down to \$12.00. Breaks seem to attract buyers. Cash demand continues good. Country offerings are much smaller. Government report has been forgotten. It is claimed Indiana abandoned 50,000 acres this year. Government October report does not take into consideration the abandoned acreage. December report will probably show a sharp reduction in the total crop raised. Some export inquiries received this week, but very little seed has been sold. Clover seed appears to be a purchase on the breaks. Timothy seed market has ruled firm. Volume of trade light. Toledo holds a fair stock of seed which seems to be resting in strong hands. Farmers have sold the bulk of their seed and fresh country offerings are very moderate. On breaks timothy seed should be bought.—C. A. King & Co.

Seed Crop Report.

The condition of clover seed Oct. 1 and the forecast of production in the principal states was: Illinois, 81%, 356,000 bus.; Ohio, 80%, 341,000 bus.; Wisconsin, 77%, 310,000 bus.; Michigan, 90%, 259,000 bus.; Iowa, 85%, 246,000 bus.; Indiana, 79%, 136,000 bus., and Idaho, 90%, 92,000 bus. For the United States the condition Oct. 1 was 81.5%, against a 10-year average of 73.1, and the forecasted yield, 2,033,000 bus., against 1,411,000 a year ago.

The yield of alfalfa seed per acre was 2.4 bus. in Nebraska, 2 in Kansas, 3 in Oklahoma, 4 in Colorado, 5.5 in Utah, 4.6 in Idaho, 6, the heaviest, in Nevada. For the United States the yield was 3.2 bus., against a 10-year average of 3.7.

The condition of grain sorghums Oct. 1 was 76 in Kansas forecast 21,122,000 bus.; 66 in Texas, 45,507,000 bus.; 51 in Oklahoma, 17,755,000 bus.; 76 in Colorado, 4,682,000 bus.; 90 in California, 4,070,000 bus., and 40 in New Mexico, 1,705,000 bus. For the United States the condition Oct. 1 was 64.9, against a 10-year average of 77.0; and the forecasted yield 95,840,000 bus., against 96,030,000 Sept. 1, and 115,110,000 bus. in 1921.

The broomcorn crop of Oklahoma was forecasted at 14,100 tons Oct. 1, against 19,200 tons last year; and the yield per acre 220 pounds, against 308 a year ago.

The production of buckwheat this year as indicated by the condition on Oct. 1, and the yield last year, was as follows, in Pennsylvania 4,661,000 and 5,175,000 bus.; New York, 4,535,000 and 4,150,000; West Virginia, 687,000 and 682,000; Wisconsin, 672,000 and 596,000; Michigan 639,000 and 624,000; Minnesota, 461,000 and 432,000; Ohio, 449,000 and 525,000; Maine, 362,000 and 351,000; Virginia, 354,000 and 357,000; Maryland, 153,000 and 171,000; and Kentucky 138,000 bus. in 1922, and 160,000 bus. in 1921. For the United States total production is 14,051,000 bus., against 14,079,000 last year, and the condition Oct. 1, 83.8, against a 10-year average of 79.9.

The production of flaxseed was forecasted by the U. S. Dept. of Agriculture Oct. 1, as 4,628,000 bus., in North Dakota, 2,871,000 bus., in Minnesota, 2,245,000 bus., in North Dakota, 1,638,000 bus., in Montana, 137,000 bus., in Kan-

sas, 104,000 bus., in Iowa, 71,000 bus., in Wisconsin, 24,000 bus., in Nebraska and 7,000 bus. in Wyoming. For the United States the condition was 82.6, against a 10-year average of 71.1, and the crop 11,725,000 bus. against 8,112,000 last year. The greatest gain compared with last year was in North and South Dakota, which a year ago produced only 2,534,000 and 1,404,000 bus. respectively.

Marquis Wheat Still Leads.

The prize acre contest conducted by A. I. Haedecke, sec'y of the Minnesota Crop Improvement Ass'n, proves beyond any question that Marquis wheat is still King in Minnesota. The highest yield per acre was grown by Wallace Miller at Roseau, 53 bushels and 38 pounds; Alfred Carlson of Hallock had 42 bushels and 39 pounds; P. M. Cameron of Hallock had 41 bushels and 17 pounds; William S. Ash of St. Vincent had 39 bushels and 49 pounds.

There were 8 other entries who had yields of more than 20 bushels to the acre. Most of this wheat was grown under ordinary conditions in rotation. A few used fertilizer. The Spring Wheat Crop Improvement Ass'n furnished the prizes consisting of \$150 in cash.

The quality of this wheat will be still further demonstrated at the Crookston Show in February. Bert Ball, the Director of the Spring Wheat Crop Improvement Ass'n, is now making arrangements with the flour laboratories to make a baking test of these wheats to be displayed at the grain show where the wheat will be entered for another prize. This is an innovation in grain shows but it is important because farmers have not believed that the quality of wheat had very much to do with its desirability.

Ryegrass Seed Crop in Ireland.

McClinton & Co., Belfast, Ireland, write Oct. 13 as follows:

"The wet summer we have experienced has been responsible to some extent for the increased acreage saved for seed. Many growers who probably would have 'cut green' were compelled by reason of the unsettled weather conditions to allow their ryegrass hay to ripen for seed. Doubtless they were also influenced by the higher range of values obtaining at end of last season and the complete clearance of stocks. The ripening process was slow and the seed was cut and saved in showery weather. The bulk of the crop however was gathered in fairly good condition. There is a wide variation in bushel weights than usual and in general these will average about 3 lbs. lighter than last season.

"The perennial ryegrass acreage is somewhat larger. The yield per acre is up to average and color shows some signs of weather. The bushel weight of top-machined seed is about 25 to 26 pounds with a small proportion slightly heavier.

"Italian ryegrass acreage does not show very material increase. The crop generally was saved in good condition and the yield is about normal. The bushel weight of fine machined seed is about 18 to 20 pounds.

"Mixed ryegrass, in our opinion, is larger with an increased saving representing about 70

Imports and Exports of Seeds.

August imports and exports of seed, compared with August, 1921, and for the 8 months ending with August, are reported by the Bureau of Foreign and Domestic Commerce as follows:

	IMPORTS.			
	1921.	1922.	8 mos. ending August, 1921.	1922.
Beans, bus.	4,536	15,959,937	201,597	16,626,959
Peas, bu.	32,570	24,274	284,691	692,573
Castor beans, bus.	115,148	82,751	320,896	1,054,278
Flaxseed, bus.	1,896,590	1,101,359	8,004,079	9,392,898
Red clover, lbs.	495,334	35,344	15,385,579	6,958,932
Other clover, lbs.	1,760,241	556,991	16,948,000	9,414,768
Other grass seeds, lbs.	1,968,454	1,748,963	8,993,152	13,102,809
Sugar beet seeds, lbs.	33,810		6,385,999	2,813,798
EXPORTS.				
Beans, bus.	73,387	75,617	1,011,481	614,195
Peas, bus.	7,660	4,362	84,490	46,974
Flaxseed, bus.		33	256	2,207
Clover seed, lbs.	183,176	61,625	3,420,791	827,179
Alfalfa, lbs.		45,272		865,120
Timothy, lbs.	1,561,280	659,686	11,896,893	12,215,968
Other grass seeds, lbs.	225,245	139,624	3,291,324	2,008,536

SEEDBURN QUALITY



Standard Grain Grading Equipment Prepare for Corn

The kind the Government Supervision Offices and Terminal Markets use. The kind you must have to be sure of your grading.

STANDARD OFFICIAL BROWN-DUVEL MOISTURE TESTER

Special 4-in-1 Percentage Scale, Grain Triers, Sample Pans, Dockage Sieves, etc. Send for Catalog 40

Seed Trade Reporting Bureau
1018 So. Wabash Ave., CHICAGO

per cent of the increased acreage. Yields vary considerably and a large proportion of the quality is light per bushel and unsatisfactory. A lot of poor seed has been saved which under normal weather conditions would not have been harvested for seed at all. Bushel weight of machined seed is from 22 to 23 pounds. Early arrivals show wonderfully good condition and bushel weights as above indicated.

"The outturn of machined seed will be affected by the lateness of the season and the abnormal quantity of chaff, immature and weed seeds present in deliveries from growers. Cleaning will be more tedious than usual and cost of handling will therefore be higher than has been the case in recent years.

"The acreage of crested dogstail is larger than last year, but under normal. The crop ripened unevenly and quality has suffered from the adverse weather conditions. Fine bright seed will be comparatively scarce. We anticipate a reasonable level of values."

Improve the Quality of Wheat.

That the reputation for high quality wheat enjoyed for many years by Kansas and the Southwest is likely to be lost if more attention is not given this important matter is the opinion of many men in the grain and milling trade. The quality is not what it used to be, a fact especially apparent this year, and they fear a further decline such as has already taken place in the spring wheat belt of the North. The matter does deserve careful consideration by everyone whose welfare or interest is in any way connected with growing wheat.

This decrease in quality is taking place in spite of better varieties and better cultural methods. It can be attributed, say those in the best position to know, only to the declining fertility of the soil which has accompanied the almost exclusive wheat growing of the past twenty-five years. For many years it was thought that increasing the protein content and thereby the quality of wheat by fertilizing the soil was much like attempting to put butter fat into Holstein milk by feeding rich feeds—it couldn't be done.

Recent experimental work, however, has demonstrated very clearly and decisively that protein in wheat does depend upon the plant food elements in the soil, especially the nitrogen content, and that an adequate store of nitrogen supplied at the right time and in the right way may increase the protein content an appreciable amount, considerably improve the milling and baking quality and consequently increase the market value of the wheat. The California Experiment Station, for example, found that by the addition of nitrogen to the soil the protein content of the soft white wheat of that state could be increased from about 11 to over 15 per cent and the grade raised from No. 2 soft to No. 1 hard.

Experiments by the U. S. Department of Agriculture and by the Kansas Experiment Station have shown a similar effect on hard winter wheat and farmers have frequently observed that ground previously in alfalfa produced a darker and better quality wheat than other ground not in alfalfa.

The above results are especially gratifying because nitrogen is one of the chief limiting factors so far as yield is concerned and because good methods of farming which include rotation with legumes and early plowing is one of the very best and cheapest ways of insuring an adequate nitrogen supply.

The farms of the Southwest are in serious need of attention is well shown by an extensive investigation by C. O. Swanson of the Kansas Experiment Station a number of years ago. In this investigation about 250 samples of soil from thirteen counties in the state were analyzed especially for nitrogen and organic matter. In all cases virgin soils were compared with fields of the same kind of soil which had been cropped in various ways for a number of years. It was found that the cultivated soils had lost from approximately 22 to 33 per cent of the original quantity of nitrogen

and from about 23 to over 51 per cent of the organic matter originally present. Not only does this great loss probably effect the quality of the Kansas wheat crop, but it greatly reduces the yield, for as pointed out by the Kansas Station, the crop producing power of Kansas farms as measured by ability to produce wheat has decreased over 17 per cent in fifty years; as measured by the yield of oats 32 per cent; and as measured by the yield of corn by more than 40 per cent. No state or country can suffer such losses as these and continue to enjoy a reputation for the best the earth produces.—H. M. Bainer, Director, The Southwestern Wheat Improvement Ass'n.

1919 Census of Mills.

The number of merchant and custom mills in operation in the United States during 1919 was 21,135, of which 10,708 were merchant mills and 10,427 custom mills, as given by the fourteenth census of U. S. manufacturers by the Dept. of Commerce. The above figures compare with 1909 as follows: total mills, 23,652, of which 11,691 were merchant mills and 11,961 custom mills.

The number of persons engaged in the industry in 1919 was 90,597; compared with 88,849 in 1909, and the salaries paid the workers in 1919 amounted to \$84,856,230 compared with \$35,167,693 in 1909, an increase in wages of 141 per cent. This was due to the war flurry which sent wages up in all lines of labor and cannot be attributed to the advance of the industry because the grain ground in 1919 was 888,305,973 bus.; compared with 872,950,743 bus. in 1909, an increase of but 1.8 per cent.

The grain ground in 1919 was but slightly more than in 1909 and yet the value of it was more than twice as much as in 1909 or \$2,147,218,913 in 1919 and \$938,699,958 in 1909.

In value of products produced in 1919 the following states rank first: Minnesota \$381,249,000; Kansas, \$206,881,000; New York, \$155,272,000; Illinois, \$116,563,000; Missouri, \$113,297,000. None of the other states are listed at over \$100,000.

Working hours of those engaged in the industry show a marked shortening—in 1914 only 9.5 per cent were reported as working less than 54 hours per week, while in 1919, 40.1 per cent were reported as working less than 54 hours per week.

With few exceptions increases are noticed in each succeeding census, altho in the 1919 census the war figures make it difficult to determine exactly the increases.

Books Received

CORN IN MISSOURI is a pamphlet containing valuable information regarding the cultivating of that crop in Missouri. It gives in condensed form many helpful facts of interest to all corn growers. Soybeans and cowpeas are also mentioned in answer to forty questions asked by farmers. Issued by the Missouri State Board of Agriculture, Jefferson City, Mo.

NO. 6 EAST OF MISSISSIPPI RIVER BOOK OF GRAIN RATES contains rates on grain to Chicago, local and proportional, from points in Illinois and Indiana, including points in Iowa and Missouri on the west bank of the Mississippi River, as well as minimum weights. The publication supersedes the No. 5 edition and contains the rates as finally readjusted on the basis of the 10 per cent reduction, effective on various dates extending from Oct. 16 to Nov. 15, 1922.—Transportation department, Board of Trade, Chicago, Ill., \$5.

To BUILD a system of grain elevators in Bulgaria, that government is asking for bids from contractors. In order to finance the enterprise it will be necessary for the successful contractor to place abroad bonds to the value of \$10,000,000, the bonds to be secured by the elevators and their revenues.

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(ON CARDS)

show the reduction of any weight of grain from 100 to 4090 pounds by ten pound breaks, to bushels of 32, 48, 56, 60 70 and 72 pounds.

Six tables printed in two colors, on both sides of three cards, size 5½ x 10½ inches. Price 65 cents, postage 4 cents.

GRAIN DEALERS JOURNAL
309 So. La Salle St. CHICAGO, ILL.

Supreme Court Decisions

Voluntary Aid in Getting Cars Does Not Shift Burden on Buyer.—The fact that a buyer of hay, on account of a shortage of cars, helped a seller obtain cars, did not operate to shift the burden of obtaining cars on the buyer.—*H. Mueller v. National Hay & Milling Co.* Kansas City Court of Appeals, Missouri 243 S. W. 420.

Warehousemen.—In actions involving the negligence of a warehouseman, what constitutes ordinary diligence or care is a fact to be determined by the jury, where there is substantial evidence on which to submit such issue, and it becomes a question of law for the court on appeal only in the absence of such evidence.—*Garrette v. Grangers Business Ass'n.* District Court of Appeal, California. 208 Pac. 1010.

Brokers.—Where letters and telegram between plaintiff and a broker who was agent for both parties made a valid binding contract, defendant's subsequent refusal to sign a formal contract was immaterial, and it was immaterial whether such formal contract varied from the contract previously made.—*Bingham-Hewett Grain Co. v. Lott-Lewis Co.* Court of Appeals of Georgia. 113 S. E. 222.

Priority of Liens on Crop.—Under Const. 1913, art. 187, Const. 1921, art. 19, § 19, relative to privileges on movable property, and Act. No. 221 of 1908, § 41, relative to the rights acquired by one to whom a negotiable warehouse receipt is negotiated, the privilege of a furnisher of money or supplies for the making of a crop is superior to the rights of the holder of a warehouse receipt for the crop.—*Purity Feed Mills Co. v. Moore.* Supreme Court of Louisiana. 93 South. 196.

Liability of Telegraf Co. Limited.—A provision limiting liability of a telegraph company for failure to correctly transmit an interstate unrepeatable message, to the amount paid for sending the message, is valid, whether the message was written on one of the telegraph company's blanks, or whether the sender knew of the regulations or classifications.—*W. U. Tel. Co. v. Padgett.* Court of Appeals of Alabama. 93 South. 238.

Warranty of Quality.—Uniform Sales Act, § 69 (Pa. St. 1920, § 19717), expressly provides that loss for breach of warranty of quality is the difference between value at time of delivery and value the goods would have had if answering to the warranty; hence affidavit in foreign attachment, stating that goods were found defective on arrival, but not stating their value at the point where they were delivered f. o. b. cars, did not set out a cause of action.—*Pottash v. Albany Oil Co.* Supreme Court of Pennsylvania. 118 Atl. 317.

Principal's Remedy Against Broker.—Where one party to an executory contract, acting as agent for the other in the purchase and sale of grain on the market for future delivery, violates the contract and refuses to reinstate it, the principal may treat the renunciation as a breach and at once bring an action for damages, or he may treat it as a breach of the entire contract and bring his action for damages as of the time fixed for the delivery of the grain.—*Minnesota Grain Co. v. National Wool Growers Department.* Supreme Court of Minnesota. 189 N. W. 590.

Delivery by Boat at Other Than Named Destination.—Where master of ship, on discovery during the voyage that the congestion in the harbor to which the cargo had been shipped was so great and the available discharging and warehousing facilities were so limited that it would not be possible, under existing port regulations, for perhaps months, either to deliver the cargo or get out of the harbor, discharged the cargo at another point, at which the ship arrived in regular course before going to the port to which the cargo had been shipped and from which the cargo could have been taken by rail to such port sooner than by any possibility under the prevailing conditions it could have been delivered from a ship in the harbor, the shipper could not recover for the loss of profits he would have made from a sale which he had negotiated to one who subsequently refused to take the cargo, because not delivered at such port.—*The West Cawthon.* U. S. District Court, Maryland. 281 Fed. 894.

Embargo Does Not Excuse Non-Delivery.—If a seller of rice based its selling price on rates for delivery by water, it was incumbent on it to have a stipulation for delivery by water inserted before the contract was closed, and, where the contract did not specify the mode of transportation, it could not justify failure to deliver on the ground that there was an embargo on ocean transportation where prompt shipment by rail could have been made.—*National Wholesale Grocery Co. v. Simon Rice Milling Co.* Supreme Court of Louisiana. 92 South. 713.

Implied Warranty of Seed.—Where part of the corn sold for seed was in the cribs, and the buyer examined and knife-tested some of it, and some was reasonably fit for seed, and corn in the wagon box beside the crib had been selected and was fit, and all of the corn shown to the buyer was in the cribs, and had not been sorted, and the part of it represented to be suitable for seed had not been selected and exhibited to the buyer and examined by him, the rule of caveat emptor did not apply.—*Jacobson v. Hamman.* Supreme Court of South Dakota. 189 N. W. 517.

Coal Price Fixing Constitutional.—Lever Act Aug. 10, 1917, § 25 (Comp. St. 1918, Comp. St. Ann. Supp. 1919, § 3115½q), authorizing the fixing of prices for coal by executive order, held not unconstitutional, as depriving coal owners of their property without due process of law, but within the war powers vested in Congress by Const. art. 1, § 8. Lever Act Aug. 10, 1917, § 25 (Comp. St. 1918, Comp. St. Ann. Supp. 1919, § 3115½q), authorizing the President to regulate the production and prices of coal, held not unconstitutional as a delegation of legislative power.—*Ford v. United States.* U. S. Circuit Court of Appeals. 281 Fed. 298.

Trading Thru Odd Lot Broker Making No Deliveries Is Wagering.—St. 1919, c. 247, amending Rev. Laws, c. 99, § 4, relative to the recovery of amounts paid as margins on stock transactions, etc., to provide that purchases or sales on a stock exchange or board of trade, where the balance is received or delivered by direction of the clearing house of such exchange or board, shall be deemed actual purchases and sales, did not protect brokers, where it did not appear that the purchases or sales involved were to be received or delivered under the direction of a clearing house, stock exchange or board of trade.—*W. L. Barrell v. Wm. A. Paine et al.* Supreme Judicial Court of Massachusetts. 136 N. E. 414.

Time Limit for Claim Under B/L.—In an action by a shipper against a connecting carrier for damages from delay and neglect as to a shipment for which the shipper received from the initial carrier a bill of lading providing that, "except where the loss, damage or injury complained of is due to delay or damage while being loaded or unloaded, or damage in transit by carelessness or negligence, as condition precedent to recovery, claims must be made in writing to the originating or delivering carrier within six months after delivery of the property, or, in case of failure to make delivery, then within six months after reasonable time for delivery has elapsed, and suit for loss, damage, or delay shall be instituted within two years and one day after delivery of the property, or, in case of a failure to make delivery, then, within two years and one day after a reasonable time for delivery has elapsed," an instruction that the initial carrier is exempted from liability unless suit was brought within two years and a day was proper, since the exception in the bill as to damage to property in transit applies only to the notice in writing of the claim required to be given to the originating or delivering carrier, and does not relate to the time in which suit must be commenced.—*Farr v. St. L. S. W. Ry. Co.* Supreme Court of Arkansas. 243 S. W. 800.

Bank Liable for Drawing Defective Mortgage.—Where plaintiff sold machinery to a mill and elevator company, and mailed the bill of lading and three notes to defendant bank, with instructions that the notes were to be secured by a first mortgage on the mill building and machinery, and for defendant's attorney to prepare the mortgage, but the cashier drew the mortgage himself, and it was so defective that it was void against subsequent incumbrancers, the fact that plaintiff compromised its claim on the mill building and machinery with later incumbrancers had no effect on its right to verdict for damages, but only on the amount thereof.—*Wolf Co. v. Home State Bank.* Supreme Court of Colorado. 208 Pac. 462.

No Guaranty Thru Broker Selling on Different Terms.—Where the manufacturer sold goods to a brokerage firm, who resold them to plaintiff on entirely different terms, the contract between the manufacturer and the brokerage firm was a contract of sale, and not of brokerage. Where a manufacturer sold goods to a brokerage firm, who in turn sold the goods to plaintiff, the goods being shipped to plaintiff by the manufacturer, the fact that tags containing a statement as to quality were placed on the goods would not make the manufacturer liable to plaintiff for a breach of warranty as to quality, in the absence of privity of contract between them.—*Attalla Oil & Fertilizer Co. v. Goddard.* Supreme Court of Alabama. 92 South. 734.

Warehouseman's Conversion of Mortgaged Grain.—Where plaintiff's mortgagor delivered to plaintiff a warehouse receipt for corn deposited in defendant's warehouse, and, upon being ordered by plaintiff to sell, defendant retained from the proceeds an amount owing by the mortgagor to it, claiming it had the right to retain sufficient corn covered by the chattel mortgage to pay the mortgagor's debt to it, and denied that plaintiff could take the corn and apply it or its value to the payment of the mortgage debt to plaintiff, a formal demand by plaintiff for possession was unnecessary. A conversion is shown when one person unlawfully interferes with the property of another and assumes to exercise dominion over it in defiance and to the exclusion of owner's rights.—*Citizens Bank of Sikeston v. Scott County Milling Co.* Springfield Court of Appeals, Missouri. 243 S. W. 433.

Overage Charges Will Not Be Paid.

Canadian public terminal elevators will not pay overage charges to the Board of Grain Commissioners this year, the decision being a result of a general agreement among operators.

The Commissioners will not make an effort to collect the charges after the result of the annual weigh-up is known, until the case against the Richardson Elevator Co., is determined by the Court of King's Bench in Manitoba in the fall.

Payments of overage charges were made the past two years under protest, with the understanding that if it was proven illegal, the operators could recover the money. The money collected was kept in a trust fund until a decision was reached, but later it was turned over to consolidated revenue. When the operators complained against this transfer it was stated that if the case went against the Board of Grain Commissioners, the money could easily be transferred back again.

This year the operators are taking no chances and are preferring to keep the money themselves, rather than pay it in and risk the chance of never recovering.

A COLD WAVE has practically killed the bean and corn crop of Mexico, states a report of Oct. 20.

THE RADIO broadcasting station W O S of the Missouri State Marketing Bureau at Jefferson City, Mo., broadcasts grain and livestock quotations to all who are interested in such quotations. At 9:30 a. m. it sends the Kansas City futures opening prices, together with St. Louis futures opening prices and at 2:00 p. m. Kansas City and St. Louis cash grain prices on No. 2 red winter wheat, No. 2 white, yellow and mixed corn, and No. 2 white and mixed oats.

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Railroad Claim Attorney
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No charge if nothing collected.
Now handling more than 10,000 claims annually.

Supply Trade

Chicago, Ill.—After occupying offices in the Traders Bldg. for over twenty years, the Chicago office of the Huntley Mfg. Co. has been moved to 410 Webster Bldg. A. D. McPherson is in charge.

Wilcox, Neb.—We are moving our factory from Lincoln, Neb., to this city. On account of the lower overhead here we will be in position to manufacture our products at lower costs.—W. A. Petteys Elvtr. Machine Co.

When quality is passed up for a low price, you are simply mortgaging the results which you expect in service and thereby assume the risk of losing far more in the end than you thought you were gaining in the beginning.—R. J. S. Carter.

Chicago, Ill.—Richard O. Burr, Jr., has succeeded T. A. Hansen as manager of the Chicago branch of the Columbian Rope Co. Mr. Burr was originally with the New York sales force and later a salesman in Chicago and the adjacent territory.

Chicago, Ill.—John B. Foote, pres. of Foote Bros. Gear & Machine Co., well known gear manufacturers, was stricken with gastritis and died suddenly Oct. 13. Mr. Foote was one of the most prominent manufacturers in the country and was widely known as a philanthropist.

Silver Lake, Kan.—The Silver Lake Grain Co. is the defendant in a suit brought against it for \$3,302.50 by the R. M. Van Ness Construction Co. of Omaha, which alleges that an elvtr. was erected for the company on which \$2,763.06 is still due. The suit also asks for \$539.44 said to be unpaid for materials furnished.

Mishawaka, Ind.—M. W. Mix, for many years president of the Dodge Mfg. Co., severed his connections with the company Oct. 21st. His son, publicity manager, also resigned. W. B. Fosford, vice-pres., Chas. Endlick, treas. and W. L. Chandler, ass't treas. and H. Bell, foundry supt., have been retired. C. F. Morse, a Chicago corporation attorney, has been named pres. to succeed Mr. Mix, and Mayor W. W. Dodge of this city, who holds the controlling interest, is the new vice-pres.

Geraldine, Mont.—The Supreme Court of Montana has decided in favor of the Farmers Elevator & Milling Co. in the suit brought by the American Bank & Trust Co., of Great Falls, for failure to deliver to the Globe Construction Co. a certificate of deposit on the Montana State Bank of Geraldine, in the sum of \$3,000, as promised by J. B. Hogg, a member of the building com'tee of the elevator company, on the strength of which promise the bank made the construction company a loan of \$3,000. The court held that as Hogg had no authority, his promise was not binding upon the company, not having been ratified.—208 Pacific Rep. 594.

The Wolf Co. has been granted a new trial by the Supreme Court of Colorado in its suit against the Home State Bank for damages due to failure of the bank to carry out instructions to hold B/L for a shipment of machinery until the buyer had given a first mortgage on the mill building and machinery. Instead of employing an attorney to draw up a binding mortgage, as instructed, the cashier of the bank drew up a faulty document, so that when the elevator company buying the machinery later went into receiver's hands nothing could be collected. The same case, originating in Montrose County, was before the court earlier, under the title Best & Co. v. Wolf Co.

Minneapolis, Minn.—We have recently made the following installations of Carter Disc Separators: Eagle Flour Mills, Denver, Colo.; Chaska Flouring Mills Co., Chaska, Minn.; Moser Mfg. Co., Cortez, Colo.; Pillsbury Flour Mills Co., Minneapolis, Minn.; Wichita Mill & Elev. Co., Wichita Falls, Tex.; Denio Mfg. Co., Meridian, Wyo.; Cannon Valley Mfg. Co., Cannon Falls, Minn.; Judith Mfg. Co., Hobson, Mont.; Sperry Flour Co., Los Angeles, Calif.; Model Flour Mills, Greeley, Colo.; Commander Mill Co., Montgomery, Minn.; Empire Mfg. Co., Mesquite, Minn.; Stock & Sons, Hillsdale, Mich.; Boonville Mills Co., Boonville, Mo.; Capital City Mfg. Co., St. Paul, Minn.; Watford Roller Mills, Watford City, N. D.; Michigan Mfg. & Bev. Co., Detroit, Mich.; Cavalier Mfg. Co., Cavalier, N. D.—Carter Mayhew Mfg. Co.

Chicago, Ill.—The efforts of the Citizens Com'tee to Enforce the Landis Award to train plumbers in 2½ years instead of 4 as required by union rules which began Sept. 25 with the starting of its trade school are already being crowned with such success as to have been recognized as a menace by the United Ass'n of Journeymen Plumbers. On Oct. 23 the union sent out a call for an assessment of \$9 per member in the United States and Canada to fight the Landis Com'tee. The assessment will pile up a large fund, but will fail in its purpose, as the Chicago building contractors have definitely learned by experience that it costs them too much in bribery, blackmail and graft to "go along with" the walking delegates who formerly were the autocrats of the building trades.

Chicago, Ill.—Towner K. Webster, founder of the Webster Mfg. Co., died Oct. 11 after a short illness. Coming to Chicago at the age of 17 Mr. Webster found employment in a dry goods store, later he moved to Evanston, Ill., where he became a partner in a grocery store. Later in October, 1876, he established a sheet metal works. The business grew very rapidly and in a short time the Webster & Comstock Mfg. Co. was organized and a factory was built at Ontario and Franklin streets. This, in turn, was outgrown and the business became known as the Webster Mfg. Co., operating its plant at 16th and Western. After the plant was moved to Tiffin, Ohio, Mr. Webster severed his connection. The Webster Mfg. Co. now has factories in Chicago, Tiffin and Michigan City.

St. Louis, Mo.—F. H. Essmuller, pres. of the Essmuller Mill Furnishing Co., died Sept. 24th at the age of 78 years. Mr. Essmuller up to several years ago was a most active business man, but met with severe injuries in an automobile accident from which he never fully recovered and which ultimately was the indirect cause of his death. He was born in Hanover, Nov. 17, 1844, and immigrated to the United States when a young man, coming to St. Louis in 1866. He had learned the trade of millwright in Bremen, Germany, and his first employment as millwright in this country was with A. K. Halteman & Co. of St. Louis, with whom he continued until 1878. His business career began in that year when he joined in establishing the firm of Mutchler & Essmuller in the general mill furnishing and building line, which in 1885 was succeeded by Essmuller & Barry. He withdrew from that firm in 1896 and organized and incorporated the Essmuller Mill Furnishing Co., of which he was president up to the time of his death.

Success.

The test of life is living. The test of worth is service. He who serves himself and no other is a failure, though death releases his grasp on the ransom of an empire. He who finds life bitter is a failure, though multitudes cheer him on the street. The carpenter who hangs a door well is a success. There is more honor in using one talent well than in abusing the possession of ten.

To keep clean, to do good work, to earn friends, to be happy and bestow happiness, to develop opportunity, to serve where possible and learn not to whine—this is success.—Robert Quillen.

Radio Show at Chicago.

For one week, Oct. 14 to 21, radio has been in the limelight at the Coliseum in Chicago.

More than 45 exhibitors were on hand with attractive booths and more attractive radio receiving outfits, ranging from the smallest crystal set to the largest type obtainable.

Development of the radio has gone forward to such an extent that grain dealers now need have no fear of not being able to get the market quotations out of the air, because the sets that reliable manufacturers are making are now guaranteed to give results.

Shippers who are in doubt as to where to apply for reliable information regarding any phase of the radio should communicate with the Journal, which will be glad to assist all in any way possible.

The country dealer who possesses a first class radio should be able to get the markets every hour.

LA HARPE, ILL.—Coulson & Mayor have installed a radio outfit in their office.

ELLIS DRIERS

When we started to build grain driers we made up our minds to build the best machine in existence, or we wouldn't build any. That was our policy twenty-five years ago and remains the same today.

And that is why you can purchase an ELLIS DRIER with absolute assurance that your good judgment will not be betrayed.

THE ELLIS DRIER CO.
Roosevelt Road and Talman Ave.
CHICAGO, U. S. A.

CIFER CODES

Use a good Telegraph Cipher Code, Prevent Errors, Reduce the Cost of Sending Messages and Prevent Contents Becoming Known to Agents.

Universal Grain Code, the most complete code published for the use of grain dealers and millers. Its use will reduce your tolls one-half. Its 150 pages contain 14,910 code words for grain trade terms and expressions; no two near enough alike to cause confusion. Bond paper, flexible leather, \$3.00; Book paper, board cover, \$1.50.

Robinson Cipher Code, revised, with 1912 and 1917 Supplements for domestic grain business. Bound in flexible leather, price \$2.25; cloth, \$1.75.

A. B. C. Improved 5th Edition, contains a complete set of five letter code words for every expression in the former edition. Any two of these words may be combined and sent as one word, reducing telegraph tolls 50 per cent. Price in English, \$18.00.

Miller's Code (1917), for milling and flour trades, 3½x6 inches, 77 pages, \$2.00.

Baltimore Export Cable Code, most popular and simplest code for export trade. Bound in red leather, third grain edition, 418 pages, size 7x9½ inches, \$15.00; fourth edition, for grain, stocks, bonds and general merchandise, 160 pages, 6¼x9 inches, \$15.00.

Cross Telegraphic Cipher Code, for provision and grain trade. 145 pages, bound in flexible leather, \$2.00.

Your Name in gilt letters stamped on front cover of any of the above books for 35 cents extra. Any code upon short notice.

Grain Dealers Journal

309 S. La Salle Street,

Chicago, Ill.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com's'n the carriers have made the following changes in rates:

E. B. Boyd in Supplement 36 to Circular 1-P gives rules, regulations and exceptions to classifications, effective Oct. 4.

E. B. Boyd in Supplement 37 to Circular 1-P gives rules, regulations and exceptions to classifications, effective Nov. 15.

C. & E. I. in tariff 615 gives joint rates on grain from stations on the C. & E. I. to points in Indiana, Michigan and Ohio, effective Nov. 20.

C. & E. I. in Supplement 11 to 7725-C gives joint rates on grain from stations on the C. & E. I. and C. & I. C. to points in Indiana, Michigan and Ohio, effective Nov. 20.

C. & E. I. in Supplement 19 to 6639-D gives rules governing the milling and malting in transit privileges on grain and grain products at stations on the C. & E. I., effective Nov. 15.

C. & E. I. in Supplement 2 to 650 gives joint and proportional rates on grain, grain products and grain by-products from stations on the C. & E. I., also Joliet, Ill., to points in Alabama, Florida, Louisiana and Mississippi, effective Nov. 15.

C. & A. in tariff 1604-H gives local, joint and proportional rates on grain and grain products from Chicago, Joliet, Peoria, Pekin, E. St. Louis, Ill., St. Louis, Mo., to stations on the C. & A., C. & I. M., C. & N. W., also Toledo, O., and Detroit, Mich., effective Nov. 15.

C. & A. in Supplement 3 to 1602-G gives proportional rates on grain and grain products from Kansas City, St. Joseph, Mo., and Leavenworth, Kan., to stations on the C. & A. and connections in Illinois, Indiana, Iowa, Michigan, Missouri, Ohio and Wisconsin, effective Nov. 1.

A. T. & S. F. in Supplement 1 to 7481-H gives joint and proportional rates on grain products and seeds from stations in Colorado, Kansas, Missouri and Oklahoma, also Superior, Neb., to points in Alabama, Arkansas, Kansas, Louisiana, Missouri, Mississippi, Oklahoma, Tennessee and Texas, effective Nov. 1.

C. R. I. & P. in 19690-J gives local, joint and proportional rates on grain, grain products, seeds and broom corn from stations in Colorado, Kansas, Missouri, Nebraska, New Mexico and Oklahoma, also Council Bluffs, Iowa, to Little Rock, Ark., and stations in Arkansas, Louisiana and Missouri, effective Nov. 4.

C. & E. I. in Supplement 41 to 8650 gives joint and proportional rates on grain, grain products and grain by-products, also cotton seed, cotton seed ashes, cotton seed hull bran and dried beet pulp from stations on the C. & E. I. and C. & I. C. to points in New York, Ohio, Pennsylvania, West Virginia and the Dominion of Canada, effective Nov. 15.

I. C. in Supplement 6 to 601-H gives local, joint and proportional rates on grain, grain products, hay and seeds between stations in Iowa, Minnesota, South Dakota and Chicago, Peoria, Ill., St. Louis, Mo., Milwaukee, Wis., Minneapolis, Minn., Omaha, Neb., Ohio River Crossings and stations in Illinois, Indiana, Minnesota, Iowa, Ohio, South Dakota and Wisconsin, effective Nov. 16.

I. C. in Supplement 5 to 601-H gives local, joint and proportional rates on grain, grain products, hay and seed between stations in Iowa, Minnesota and South Dakota, and Chicago, Peoria, Ill., St. Louis, Mo., Milwaukee, Wis., Minneapolis, Minn., Omaha, Neb., Ohio River Crossings and other stations in Illinois, Indiana, Iowa, Minnesota, Ohio, South Dakota and Wisconsin, effective Nov. 15.

C. R. I. & P. in Supplement 1 to 13207-J gives joint proportional rates on grain, grain products and seeds from Albright, Neb., Armourdale (Kansas City, Kan.), Atchison, Kan., Council Bluffs, Ia., Kansas City, Mo., Leavenworth, Kan., Omaha, South Omaha, Neb., and St. Joseph, Mo., to stations in Illinois, Indiana, Iowa, Michigan and Wisconsin, effective Nov. 1.

I. C. in tariff 1537-G gives local, joint and proportional rates on grain, grain products, cotton seed products and seeds from stations in Illinois, Indiana, Wisconsin, also Dubuque, Ia., and St. Louis, Mo., to Chicago, Peoria, Ill., Mil-

waukee, Wis., Minneapolis, Minn., Paducah, Ky., St. Louis, Mo., Ohio River Crossings and other stations in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri and Wisconsin, effective Nov. 15.

C. & E. I. in Supplement 24 to 622-G gives local, joint and proportional rates on broom corn, green corn, corn cobs, cotton seeds, cotton seed ashes, seeds and red top seed chaff from stations on the C. & E. I., C. & I. C., also from Henderson and Owensboro, Ky., and from Cairo, Joliet and Momence Transfer, Ill., to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Ohio, Pennsylvania and Wisconsin, effective Nov. 15.

C. & E. I. in Supplement 23 to 622-G gives local, joint and proportional rates on grain, grain products and grain by-products, also broom corn, green corn, corn cobs, cotton seed, cotton seed ashes, seeds and red top seed chaff from stations on the C. & E. I., C. & I. C. also Henderson and Owensboro, Ky., and from Cairo, Ill., Joliet, Ill., and Momence Transfer, Ill., to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Ohio, Pennsylvania and Wisconsin, effective Nov. 15.

Explosion Hazard Now Covered by Regular Fire Policy.

The state insurance departments have granted the flour mill and elevator mutual fire insurance companies the right to insure against the "explosion hazard incident to the operation of a flour mill or elevator," by the attachment of an explosion rider thereto. The additional protection will cost a very small premium. The clause reads as follows:

In consideration of the rate at which this policy is written, this insurance shall cover any direct loss or damage to the property insured hereunder caused by explosion resulting from the hazards incident to the business as conducted therein except as hereinafter limited and occurring in the structure (or structures) containing the property insured hereunder, not exceeding the sum insured, nor the interest of the insured in the property, and subject in all other respects to the terms and conditions of this policy. If there shall be any other insurance on said property, this company shall be liable only pro rata with such other insurance for any direct loss by explosion, whether such other insurance be against loss by explosion or not.

Liability is excluded for loss or damage occasioned by or accident to the explosion or rupture of steam boilers and (or) fly wheels and their connections, and for explosion caused by the use of carbon bisulfid or any other fumigant or insecticide.

Meeting of Dust Explosion Hazards Com'ite.

A meeting of the dust explosion hazards com'ite of the National Fire Protection Ass'n was held in the Insurance Exchange building at Chicago, Ill., Oct. 16 and 17. All except four of the members of the com'ite were present, and included David J. Price, chairman; F. C. Allen, Jr., New York, N. Y.; Eugene Arms of the Mutual Fire Prevention Buro, Chicago; H. A. Burnham, Boston, Mass.; G. F. Butt of the John S. Metcalf Co., Chicago; W. P. Cutler, Chicago; Jos. G. Hubbell, Chicago; Walter Hughes, Chicago; H. E. Newell, New York; H. M. Nichols, Boston; A. H. Nuckolls, Chicago; S. E. Phillips, Hartford, Conn.; R. A. Small, Madison, Wis., and F. J. T. Stewart, New York.

The sub-com'ite report on regulations for grain elevators was presented by Mr. Butt, in the absence of Chairman H. H. Brown, of East Walpole, Mass. The other members of this sub-com'ite are B. S. Mace, of Baltimore, Md.; Mr. Hubbell and Mr. Small.

The only report completed is that on coal dust, and it will be sent out early in November.

Different members of the com'ite have exchanged ideas on grain elevator dust but the sub-com'ite report is not complete.

The preceding meeting was held at Buffalo, N. Y., July 24 and the next meeting will be at New York, N. Y., Jan. 15 and 16.

SINCE July 1, 46 federal and state scouts in Minnesota have destroyed, with the aid of farmers, 20,000 barberry bushes in 66 counties. The drive was concentrated in the southwest and east central portion of the state.

Insurance Notes.

DETACHING the power or cob house removes no fire hazard when the construction and placing of the cob spout is such that it will carry fire to the elevator.

THE RAILWAY Fire Prevention Ass'n, at its three day annual convention in Chicago, Oct. 17, laid plans to teach the public fire prevention. Over 90 per cent of fires are the direct result of carelessness.

A LOW VOLTAGE release prevents the burning out of the motor in the grain elevator when the current comes on after having been off. It is good economy to equip the starter with a low voltage release, especially when taking current from interurban lines.

FORTY-FIVE out of sixty-five cars of corn shipped to New York from a Baltimore elevator fire, were sold for the freight charges and W. H. Wilson bot the balance at \$1 per car. As this is the cheapest corn on record, it must have had direct contact with the fire and water.

STATISTICS show that more persons are killed and crippled annually on step fire escapes than are burned in fires; and the failure of grain warehousemen to use an explosive fumigant lets weevil destroy annually grain worth ten times the cost of the elevators annually destroyed by explosions of fumigants. Why should government bureaucrats worry about weevil eating grain? It's the grain dealers' grain, not theirs.

ONE of our older field men as is his wont when inspecting elevators, took a look into the waste basket to see if it was the practice of those about to throw matches and cigar stubs therein. He noted several letters that had never been opened, one of which was from our office. It was found to contain a \$2,500 grain policy that had been issued more than a month. The company that owns the plant is in the hole about \$20,000.—Our Paper.

THE COM'ITE on insurance of the Millers National Federation gives a few suggestions on the position millers might take in suggesting reports by the different mutual companies with whom millers place their risks. They say "The majority of our com'ite are of the opinion that the Millers National Fire Insurance Companies should advise the Millers National Federation by proper reports as to the kind and percentages of risk and the different lines that their policies cover, so that the milling and grain interests may be informed as to the various outside risks that are written as compared with the milling and grain risks. We believe all millers will be in a better position to commend or criticize any individual company if such a report would be submitted to us annually. The report would prevent any serious mistakes and would possibly give information of much benefit."

Must Prove Locomotive Engine Sparks Started Fire.

Five minutes after a locomotive had passed fire destroyed the elevator and warehouse of the Farmers Elevator & Grain Co., Sept. 30, 1918, at Sweet Springs, Mo.

The elevator company brot suit against Walker D. Hines, director general of railroads, for \$44,586.77 damages and was awarded \$40,000.

The Supreme Court of Missouri on June 16, 1922, ordered a new trial because the lower court had permitted testimony that fire had been communicated by an engine to an old warehouse some 7 years previous. As there was no evidence it was the same engine or even the same class of engines the Supreme Court held this testimony too remote.

It is not sufficient for a jury to find that the probability of fire having been communicated from the engine was greater than from other source. The fact must be established by a preponderance of evidence.—243 S. W. Rep. 140.

Direct Reduction Grain Tables In Frames

This box frame contains six cards with marginal indexes, giving reductions of any number of pounds from 600 to 6,590 by 10-pound breaks. For Oats and Cotton Seed at 32 lbs.; Barley, Buckwheat and Hungarian, 48 lbs.; Shell Corn, Rye and Flaxseed, 56 lbs.; Wheat, Clover, Peas and Potatoes, 60 lbs.; and Ear Corn, 70 lbs. and 75 lbs. to the bushel. Pounds are printed in bold face type, and reductions to bushels are shown directly beside the corresponding pounds, which can be easily read.

The frame is of basswood with glass front and box is slotted at the right side to permit the table wanted to be placed next to glass. Each card protrudes beyond the frame with the reduction printed in large type on the marginal index. Size, 12½x13¼ inches. Supplied with two screw-eyes ready for hanging.

Order Form 3275DRF. Price, complete, \$2.50. Weight, 3 lbs. The six cards of this set may be obtained without box frame for \$1.00.

Grain Dealers Journal

309 So. La Salle Street

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Tri-State Mutual Grain Dealers' Fire Insurance Company LUVERNE, MINN.

Average return for 20 years, 50% of the Deposit Premium.
Provisional and Short Term Grain Insurance.

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Winter Hazards

Elevator fires are generally more heavy during the winter months. Heating and lighting hazards, "cold" engines, and a let-down in care are responsible.

We are putting on a campaign to reduce the number of elevator fires this winter. YOUR elevator should not burn from a preventable cause if YOU are careful.

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Improved Duplicating Grain Tickets

With the use of Form 19GT as a scale book much time and labor will be saved as one writing with the use of carbon will give you a complete record and a ticket for the hauler. Chance of error will be minimized as both the ticket and office record will be the same.

This book contains 250 leaves. Each of the 125 original leaves bears four scale tickets, is machine perforated, printed on white bond, size of tickets 3x6¾ inches. The 125 duplicates are printed on manila but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Size of book 7½x12 inches, each book supplied with 5 sheets of carbon.

The printing is crosswise ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer."

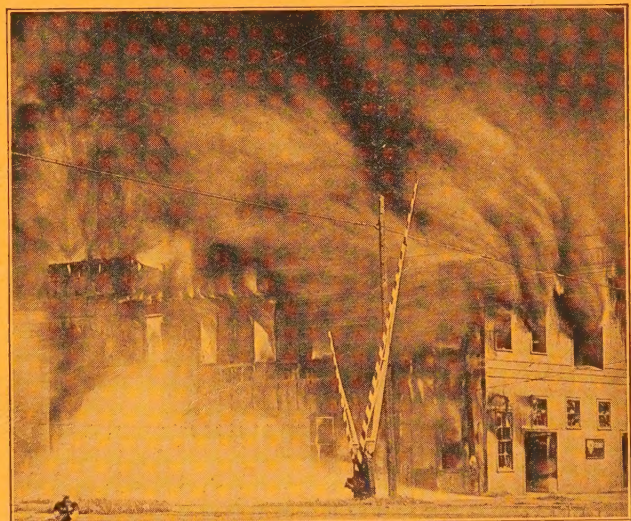
Form 19GT Duplicating (250 pages) \$1.50

Form 19GT Triplicating (375 pages) 2.00

Grain Dealers Journal

309 So. La Salle St.

Chicago, Ill.



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230 E. Ohio St., Chicago, Ill.

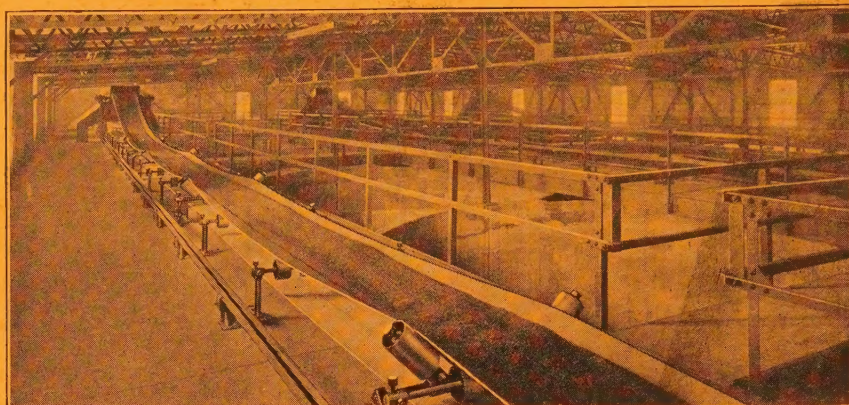
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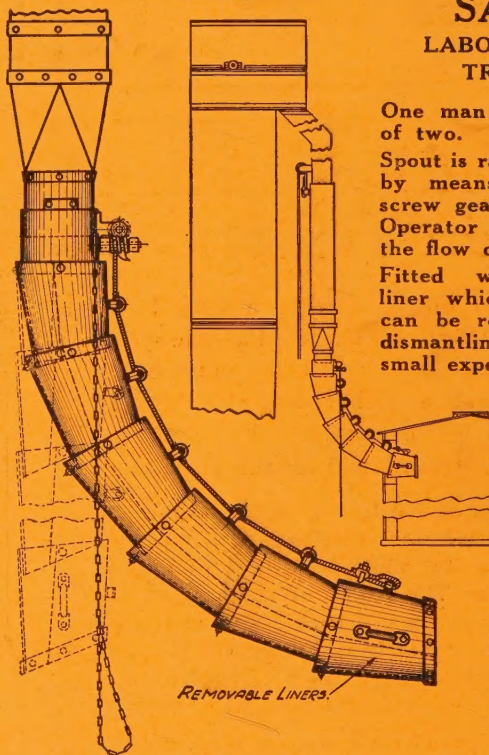
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M. J. CAHILL & CO.,
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SAYS:

"Our Weller Bucket Elevator has proved the finest possible system for handling our coal. With this equipment we unload a 50-ton car in less than two hours. Formerly we used a portable elevator. This method necessitated loading our wagons by hand. Now they are loaded by gravity. The Weller equipment causes no breakage of coal and has been satisfactory in every way."

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ADJUSTABLE FLEXIBLE SPOUT.
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LABOR—TIME—
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One man does the work of two.

Spout is raised or lowered by means of a special screw gear chain hoist. Operator is free to direct the flow of grain.

Fitted with removable liner which, when worn, can be replaced without dismantling spout and at small expense.

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